



राजपत्र, हिमाचल प्रदेश (असाधारण)

हिमाचल प्रदेश राज्य शासन द्वारा प्रकाशित

शिमला, वीरवार, 27 अप्रैल, 2006/7 वैशाख, 1928

हिमाचल प्रदेश सरकार

नगर एवं ग्राम योजना विभाग

अधिसूचना

शिमला-2, 27 दिसम्बर, 2004

संख्या टी० सी० पी०-एफ (5)-9/2004.—हिमाचल प्रदेश के राज्यपाल ने हिमाचल प्रदेश नगर और ग्राम योजना अधिनियम, 1977 (1977 का 12) की धारा 20 की उप-धारा (1) द्वारा उनमें निहित शक्तियों का प्रयोग करते हुए उक्त अधिनियम की धारा 19 के अधीन निदेशक, नगर और ग्राम योजना, हिमाचल प्रदेश द्वारा मण्डी योजना क्षेत्र, जिला मण्डी के लिए तैयार विकास योजना को बिना किसी उपांतरण के अनुमोदित कर दिया है।

अतः हिमाचल प्रदेश के राज्यपाल, उक्त अधिनियम की धारा 20 की उप-धारा (4) के अधीन प्रदत्त शक्तियों का प्रयोग करते हुए राज्य सरकार द्वारा यथा अनुमोदित मण्डी योजना क्षेत्र की विकास योजना को प्रकाशित करते हैं। उक्त विकास योजना का निम्नलिखित अधिकारियों के कार्यालयों में कार्यालय समय के दौरान निरीक्षण किया जा सकेगा, अर्थात् :-

1. सचिव (नगर और ग्राम योजना),
हिमाचल प्रदेश सरकार।

2. निदेशक,
नगर और ग्राम योजना विभाग,
हिमाचल प्रदेश, शिमला-171009.
3. नगर एवं ग्राम योजनाकार,
मण्डलीय नगर योजना कार्यालय, मण्डी,
जिला मण्डी, हिमाचल प्रदेश।

आदेश द्वारा,
हस्ताक्षरित /—
सचिव।

[Authoritative English text of this Department Notification No. TCP-F (5)-9/2004, dated 27-12-2004 as required under clause (3) of Article 348 of the Constitution of India].

TOWN AND COUNTRY PLANNING DEPARTMENT

NOTIFICATION

Shimla-2, the 27th December, 2004

No. TCP-F (5)-9/2004.—Whereas the Governor of Himachal Pradesh is exercise of the powers conferred by sub-section (1) of section 20 of the Himachal Pradesh Town and Country Planning Act, 1977 (Act No. 12 of 1977) has approved the Development Plan for Mandi Planning Area District Mandi, Himachal Pradesh prepared by the Director, Town and Country Planning Department, Himachal Pradesh under section 19 of the said Act without any modifications.

Now, therefore, in exercise of the powers conferred by sub-section (4) of section 20 of the said Act, the Governor of Himachal Pradesh is pleased to publish the Development Plan for Mandi Planning Area as approved by the State Government. The said development Plan may be inspected in the offices of the following Officers during office hours, namely :—

1. Secretary (TCP) to the
Government of Himachal Pradesh.
2. The Director,
Town and Country Planning Department,
Himachal Pradesh, Shimla-171009.
3. The Town and Country Planner,
Sub-Divisional Town Planning Office, Mandi,
Distt. Mandi, Himachal Pradesh.

By order,

Sd/-
Secretary.

CHAPTER-1 THE CONTEXT

1.1 A Development Plan for Mandi Planning Area was prepared and approved by the Government on 24.7.1995 for the year 2001. The development plan needs revision in view of its expired plan period, increased population as well as fast developments taking place in and around the Mandi Planning Area. The limits of Planning Area have been extended on 5.7.2002 and the extended area forms an integral part of this Development Plan.

1.2 With the assistance of Norwegian Agency for Development (NORAD) a project namely, "**Spatial Environmental Planning and Competence Building**" was prepared. Under this project, two pilot Development Plans have been prepared. The Department is following these pilot Development Plans as model for all the new Development Plans under preparation/revision, since these have been prepared after exhaustive surveys, studies, analysis and with latest technology in the field of town planning. The present Development Plan for Mandi Planning Area has been prepared in accordance with the format devised under the NORAD Project.

1.3 In order to prepare a technically viable document, acceptable to the masses, five deliberations with the public, grass root functionaries of town, stakeholders, public representatives and non-Governmental Organisations have been organised. The recommendations as emanated from these deliberations form the basis for working out proposals of this Development Plan. After a vital dialogue with the local authorities and having obtained their future land requirements, plans and proposals, of this document have been finalized.

1.4 The earlier Development Plans prepared by the Himachal Pradesh Town and Country Planning Department were based upon land acquisition mechanism and development by the Development Authority.

1.5 This Development Plan has been contemplated on the basis of restricted land acquisition and "**Land Pooling and Reconstitution**" mechanism, through massive public participation by involvement of Local Bodies, Revenue Department and the Development Authorities.

CHAPTER-2 TOWN OVER TIME

2.1 Nomenclature.—The name of the town Mandi is believed to be after Rishi Mandav who was called 'Mandavaya' and the name Mandi is believed to be derived from the same. Situated on traditional route from Yarkand, Ladakh to Hoshiarpur and the plains, it served as commercial and trade centre from times immemorial, which can be another reason for its name.

2.2 Location and Regional Setting.—Mandi town is situated at 30° 40' 00" North latitude and 76° 24' 00" East Longitude. It is located at an altitude of about 760 m above Mean Sea Level. A bowl shaped table land on the banks of river Beas, the Town is surrounded by the high hill ranges of Gandharv Hills, Motipur Dhar, Rehra Dhar and Tarna Hill. Two small rivulets, Suketi Khad and Skodhi Khad join River Beas. Besides, the table land on the banks of river/streams, terrain is steep and hilly. Geologically, the town is located in seismic Zone No. IV near a fault line and is prone to earthquakes. As National Highway-20 Pathankot-Mandi, National Highway-21 Chandigarh-Bilaspur-Mandi-Manali, National Highway -70 Hoshiarpur- Dharmpur- Mandi and State Highway-32

Hoshiarpur-Una Mandi passes through town, it is well connected with Jogindernagar, Palampur, Pathankot, Kullu, Sundernagar, Bilaspur, Chandigarh Rewalsar and Una. Though Mandi is an old and fast developing town yet it still retains its original charm and character.

2.3 Evolution

2.3.1 Pre-Independence. The Chiefs of Mandi State are said to be the descendants of common ancestors of the Chandervanshi line of rajputs of Sen dynasty of Bengal who claim to be the descendants of Pandavas of Mahabharata times. According to the earlier accounts, Bahu Sen established an independent territory and was recognized as a Rana or local Chief. The Raja Ajber Sen, the nineteenth descendent from Bahu Sen, was considered as an able and benevolent ruler. He founded the present Mandi town around the 'Bhootnath Temple' in early 16th century (1500 AD-1534 AD) and shifted his capital to this place from Purani Mandi. The temple of Triloknath was also constructed during his reign. He was succeeded by Chhatrar Sen who built a fort in Kalar by name Lakargarh. The successive rulers of Mandi were Shyam Sen, Gaur Sen, Sidh Sen, Shamsher Sen, Surma Sen, Ishwari Sen, Jalam Sen, Balbir Sen and Vijay Sen. Many public utility, services and facilities like schools, hospitals and post offices etc. were started by Raja Vijay Sen during his time. He also built large number of palaces and houses. A Mule road from Baijnath in District Kangra to Sultanpur in adjoining District of Kullu, via Mandi and the Victoria suspension Bridge on river Beas were constructed during his time in the year 1877. Raja Vijay Sen was issue less and left no direct heir, so in 1897, Bhawani Sen was recognized as his successor. During his period the town was considerably damaged in the earthquake of 1905. He was succeeded by Joginder Sen in April 1914 who was, however, vested with full powers of ruling chief in February 1925. During the period of his minority, Mandi remained under the management of a British Officer and a number of Departments were overhauled and re-organised. Mandi being one of the oldest towns is enjoying urban status since 1901. The Mandi palace popularly known as "Raj Mahal" as it looked in the past is shown in plate 2.1. The area where fascinating "Sunkan Garden" exists today was once a pond, as shown in Plate 2.2.

2.3.2 Post Independence.—Mandi District was formed by amalgamation of the erstwhile princely states of Mandi and Suket on the formation of Himachal Pradesh on 15th April, 1948. Since then, it is serving as the District headquarter of the Mandi District. Mandi district comprises of 7 Tehsils namely Jogindernagar, Sarkaghat, Sundernagar, Sadar Mandi, Chachyot, Thunag, Karsog and 9 Sub Tehsils i.e. Ladbharol, Padher, Sandhole, Dhampur, Baldwara, Nihri, Kotti, Aut, Bulchowki. For the purpose of development activities, the District has been divided into 10 Blocks. The District has a total population of 9, 00,987 persons as per 2001 Census and area of 3,950 Sq.Km. and covers 7.10 % area of the State. The District has six towns including Pandoh as census town. These are namely Mandi Sundernagar, Jogindernagar, Rewalsar, Sarkaghat and Pandoh. Recently Mandi has become Zonal Headquarter of Central Zone, which covers the Districts of Bilaspur, Hamirpur, Kullu and Mandi itself and has gained much importance from administrative point of view.

2.4 Nagar Parishad. -Nagar Parishad Mandi was constituted during the year of 1950. Presently it has 13 Wards consisting of 10 Revenue Haddasts. So far as population of Nagar Parishad is concerned, it is the biggest Parishad of the District. Nagar Parishad, Mandi had population of 23,200 persons as per 1991 Census which has increased to 26,858 persons as per 2001 Census.

2.5 Status of Mandi Town. - Mandi, situated on the banks of river Beas is a gateway to the splendid Kullu Valley. It is a Class III town and has an area of 426 Hectare with population density

of 5,446 persons per Square Kilometer. It occupies an important place because of the fact that National Highway-20, 21 and -70 pass through it. Mandi acts as major halting station for tourists on way to Kullu Valley. Being a town of ancient temples of historical and archaeological importance, it is also known as 'Choti Kashi' as shown in Plate 2.3.

CHAPTER-3 PLANNING AREA

3.1 Keeping in view planning requirements and considering growth trends, the Government of Himachal Pradesh vide Notification No. PW (B) 15(1)11/81 dated 30-1-1984 extended Himachal Pradesh Town & Country Planning Act 1977(Act No. 12 of 1977) in Mandi Planning Area. Existing Land Use of Mandi Planning Area was prepared and adopted vide Notice No. HIM/TP/Act/84-3705-3805 dated 30-5-1984. Subsequently Development Plan of Mandi Planning Area was formulated, which was approved by the Government on 24-7-1995. The Development Plan was designed for a plan period ending the year 2001.

3.2 Population of Mandi Town has increased from 23,202 persons in 1991 to 26,858 in 2001 recording increase of 15.75% over a period of 10 years. Due to increase in population, town expanded in all directions and ultimately started developing towards different corridors. Keeping in view the revision of Development Plan and pace of development, the Government of Himachal Pradesh vide Notification No. TCP-P(5)2/2002 dated 5-7-2002 extended the Planning Area limit and included for Revenue villages Bari, Shilla Kippar, Chadyara and Chhipnu bearing Hadbast No. 48,341,346 and 367 respectively. The existing Landuse of extended area was adopted vide notice No. Him/TP/PJT/P.A.Mandi/98 -Volume-I 10601-750 Shimla, dated 21-2-03.

The redefined limit of Mandi Planning Area is as under:-

North:- Upto the outer boundary of Hadbast No.48 Bari, Hadbast No.368 Bijni and Hadbast No. 367 Chhipnu.

East:- Upto the outer boundary of Hadbast No. 367 Chhipnu, Hadbast No. 366/10 Purani Mandi, Hadbast No. 371, Bheuli, Hadbast No. 372 Aarda and Hadbast No. 341 Shilla Kippar.

South:- Upto the outer boundary of Hadbast No 360 Talyar, Hadbast No. 362 Manyana, Hadbast No 346 Chadyara, Hadbast No. 344 D.P.F. Kangai, Hadbast No. 343 Chadyana, Hadbast No. 342 Nella and Hadbast No. 341 Shilla Kippar.

West:- Upto the outer boundary of Hadbast No. 48 Bari, Hadbast No. 366/1 Suin, Hadbast No.366/5 Tarna, Hadbast No. 365 Panjethi and Hadbast No. 360 Talyar.

3.3 The Planning Area comprises of 25 revenue villages measuring 2296.43 Hectare. The town is situated on river terraces and gently sloping aspects of rising hills on all sides. River Beas enters the Planning Area and flows towards North Western direction. Two small rivulets Suketi and Skodi join River Beas in the center of the town.

3.4 According to 2001 Census, population of Planning Area is 34,372 person. The revenue village wise distribution of population is given in the following table.3.1

Table-3.1

Hadbast No. Area and Population of Revenue Villages in Mandi Planning Area

| Sr.No. | Name of Revenue Village | Hadbast No. | Area in Hectare | Population as per 2001 Census |
|--------|-------------------------|-------------|-----------------|-------------------------------------|
| 1. | Nella | 342 | 110.73 | 261 |
| 2. | Chadyana | 343 | 36.95 | 239 |
| 3. | Kangni | 344 | 146.34 | -- |
| 4. | Talyar | 360 | 85.34 | 623 |
| 5. | Manyana | 362 | 211.25 | 996 |
| 6. | Sanyard | 363 | 102.64 | 911 |
| 7. | Mandhwan | 364 | 45.82 | 370 |
| 8. | Panjethi | 365 | 43.33 | 540 |
| 9. | Bijni | 368 | 317.27 | 915 |
| 10. | Bheuli | 376 | 77.18 | 392 |
| 11. | Aarda | 372 | 168.66 | 224 |
| 12. | Sain | 366/1 | 46.58 | Nagar Parishad Mandi 26858 |
| 13. | Bhagwan | 366/4 | 9.77 | |
| 14. | Surha | 366/6 | 8.74 | |
| 15. | Seri | 366/7 | 9.87 | |
| 16. | <i>Khaliar</i> | 366/2 | 71.82 | |
| 17. | Samkheter | 366/3 | 12.90 | |
| 18. | Purani Mandi | 366/10 | 92.54 | |
| 19. | Thancra/Tarna | 366/5 | 59.67 | |
| 20. | Mangwain | 366/8 | 37.76 | |
| 21. | Paddal | 366/9 | 40.13 | |
| 22. | <i>Bari</i> | 48 | 155.53 | 397 |
| 23. | <i>Shilla Kipper</i> | 341 | 97.57 | 357 |
| 24. | <i>Chadyara</i> | 346 | 150.04 | 710 |
| 25. | <i>Chhipnu</i> | 367 | 158.00 | 579 |
| | Total | | 2296.43 | 34372 |

SOURCE :- District Reveune Office Mandi

Village shown in italic are included in Planning Area limit vide notification No.TCP-F(5)2/2002 dated 5-7-2002.

3.5 Mandi Planning Area can be sub-divided into three physical zones. Zone No.1 is bounded by right bank of river Beas from Aarda in East to Bijni in North. This area comprises of forests, agriculture land, and newly developed residential area at Bheuli and old existing residential area at Purani Mandi and Khaliar.

Zone No.2.—is bounded by the left bank of Suketi Khad starting from Chadyara in South extended up to the foot hills of Gandharv on West to Bari in North on the left bank of River Beas. The main central town accommodating trade & commerce, services, Administrative and Government Offices are located in this zone. Most of the people of the peripheral Areas of this zone are dependent on agriculture for their livelihood .

Zone No. 3.—consist of left-out Planning Area between the confluence point of Left side of River Beas and right bank of Suketi Khad. The newly developed residential and industrial area at Nella and Kangani forest lie in this zone

The five sectors namely Sector-I-Central, Sector-II-Tarna, Sector-III-Rewalsar Road, Sector-IV-Bheuli Khaliar and Sector-V-Paddal Nella as envisaged in the previous Development Plan have now been clubbed and re-arranged for the purposes of this Development Plan. The Mandi Planning Area has now been divided into 11 Sectors namely Sector-I- Central, Sector-II- Tarna-Panjethi, Sector-III- Mangwain-Sanyard, Sector-IV-Mandhwan-Talyar, Sector-V-Chadyara-Manyana, Sector-VI-Paddal-Kangni-Chadyana, Sector-VII-Nella-Shilla Kippar, Sector-VIII-Aarda-Bheuli, Sector-IX-Purani Mandi-Chhipnu, Sector-X-Khaliar-Bijni, Sector-XI-Sain-Bari.

CHAPTER-4

REGIONAL SCENARIO

4.1 Mandi is most important and major town of central part of Himachal, located on cross junction of National Highway-20, 21 and 70. It acts as a gateway to Kullu, Lahaul, Leh Ladakh, area of Jammu & Kashmir. Mandi is a Zonal Headquarter of central zone including Districts namely Kullu, Bilaspur, and Hamirpur. Being District headquarter, the entire District depends upon the town for trade & commerce, services and civil administration.

4.2 Details of population and growth rate for the period 1971-2001 are as under:-

Table 4.1

Population and growth rate of District Mandi during 1971-2001.

| S. NO. | Census year | Population | Growth rate |
|--------|-------------|------------|-------------|
| 1 | 1971 | 5,15,180 | -- |
| 2 | 1981 | 6,44,827 | 25.17% |
| 3 | 1991 | 7,76,372 | 20.40% |
| 4 | 2001 | 9,00,987 | 16.05% |

Source: - District Census Hand Book, 1971, 1981, 1991, 2001.

Growth rate of population in terms of percentage has decreased from 25.17% in 1971- 1981 to 20.40 % in 1981-91 and to 16.05% during 1991-2001. Decreasing growth rate can be attributed to out migration to urban areas, in search of job opportunities and better services as well as family planning programme. Mandi Planning Area in regional scenario is shown in Map 4.1.

4.3 Mandi town enjoys excellent accessibility on account of its location on cross junction of National Highway-20 & 21. The National Highway-20,21 and 70 links the town with neighbouring States as well as interior parts of State ahead of Mandi in Districts of Kullu & Lahaul and Spiti. Apart from this a good network of inter and intra district roads provide accessibility to town from its hinter land. Beside this, nearest rail heads on narrow gauge Joginder Nagar and Shimla are at distances of 60 Km. and 175 Km. respectively. Broad gauge rail heads are at Pathankot and Kiratpur at distances of 210 Km. and 130 Km. respectively which cater for requirements of tourists visiting Kullu, Lahaul and Leh Ladakh region. Air accessibility is being provided to town by airports at Bhunter, Jubarhatti and Gaggal, which are at distances ranging between 60 Km to 160 km.

4.4 The economy of the region is predominately agrarian as around 79% of the total population is dependent on agriculture and activities allied to it, for earning their livelihood. Balh Valley is known for producing quality wheat, paddy, and vegetable crop where the water drainage system and sprinkle system of irrigation have been adopted. The crops of corn maize, wheat, rice and vegetables are grown in other parts of the district, which cater to the demand of sizeable population. A milk processing plant run by H.P. State Co-Operation-Milk- Federation at Chakkar is at a distance of 8 Kilometre from Mandi. It has intake of 9000 liters milk per day. It produces pure Ghee, Butter and flavour milk and its sales are 5000 to 6000 liters of milk per day.

4.5. The region has also an important place in the development of horticulture. The temperate and sub-topical conditions of the region are conducive for production of apples, citrus, stone and dry fruits. A fruit processing unit run by Himachal Pradesh Marketing Committee at Jarol at a distance of 35 Km. is producing Jams, Apples concentrate, wine, beer and pickles. The per day sale of this unit is Rs. 20,000/- only.

4.6. Sericulture is also coming up in the District as a major allied activity. The climatic conditions of the entire District are very congenial for rearing of worms on "Mulberry" leaves. The sericulture cottage industry has also given supplementary employment to farmers. The Government has also established 20 nurseries and 16 rearing centers in the different parts of district which provide one year old worms at very nominal charges. Rearing of Silk worms and selling cocoons produced by the farmers have added to their income.

4.7 Mandi town is known for its old stone temples and memorial stones "Bersellas." Famous among the temples are the "Bhootnath Temple" in the heart of the town. "Tarna Temple" is located on the top of Tarna Hill. There are number of temples and shrines in town, which have wealth of vernacular architecture and ornamental sculpture. "Triloknath", "Panchvaktra", "Ardhnareeshwar" and "Mahamritunjaya" temples are the points of attraction. The famous Mahamritunjaya temple of lord Mahamritunjaya is the only temple of this type in the state. Rewalsar Lake, Prasher Lake, SunderNagar, Pandoh, Kamlah fort & Kamrunag temple are the points of attraction in the region. Rewalsar is located at a distance of 24 km. in South-West from Mandi.

CHAPTER-5

PHYSICAL AND ENVIRONMENTAL CONSIDERATIONS**5.1 NATURAL ENVIRONMENT**

5.1.1 Climate.—The climate of Mandi is temperate with average yearly rainfall of 135cm. There are four seasons in a year. Summer is from April to June, when Mercury continuously rises till the on set of monsoon, which starts from the last week of June or early July and continues till the middle of September. Winter starts from the middle of November and continues till the middle of March. It is quite hot in summer and cold in winter with foggy weather. Temperature varies between 0°C to 40°C and June is usually the hottest month of the year with mean maximum temperature of 40°C. The month of January is the coldest month of the year with maximum mean temperature of 0°C. The heaviest rainfall is recorded in the month of July. However sufficient rainfall is received in winter also.

5.1.2 Flora and Fauna.—The district is rich in Flora. The common varieties of flora are “Chir”, “Simbal”, “Tunni”, “Bans”, “Beual”, “Karyala”, “Ban” and “Taur”. The leaves of Taur are folded to the shapes of plate and are commonly used in community lunches and dinners. Among wild fruits are “Jamun”, “Shahtoot”, “Ber”, Wild strawberry and Rushberry. The common cultivated fruits, trees are varieties of Mango, Plum, “Peach”, “Pear” and Banana. Similarly the District has many species of Fauna. One important carnivorous animal is Leopard. Other animals like Monkeys, “Langoors”, Hill Fox, Jackals, Wild Goat (Kakar) are found in this area. Black and grey partridges, pigeons, cuckoos, peacock; Wild Cock can be seen in the area.

5.1.3 Geology.—This area is rich in mineral wealth having three quarries of rock salt at Maigal, Drang and Gumma. Besides the salt mines a number of minerals like clay slates and limestone are found in the region. Of these, only limestone is available in large quantity, which is the main raw material for the cement. Geological formation of this area is generally of sand stone.

5.2 Man made Environment

5.2.1 Built Environment .—The physical environment of Mandi is changing rapidly due to demand of more built up commercial space in the shape of shops in central area of town. Haphazard and mushroom growth has taken place in Nagar Parishad area. People are dismantling their old houses located on streets and are converting the same into shops. The traditional architecture has almost vanished. Old traditional Chowki houses are rapidly being converted into framed. Reinforced cement concrete structures. Due to non availability of buildable land within town there is a trend of construction shifting towards periphery.

5.2.2.1 Spatial distribution of Built up Area.—A central town and Purani Mandi area are highly dense with very less open spaces. The old two storeyed courtyard houses made up of mud and stone are rapidly converting into three to four storeyed Reinforced Cement Concrete structure. There is no scope of expansion in this area. Bheuli, Khaliar, Jail Road, Sain are of medium developed density areas. There is sufficient open space. Building in these areas are generally two to three storeyed. Trend of construction has now shifted towards Nela, Bari, Bijani and Panjethi which are coming up as new residential areas. Ribbon development along the National Highways has pronounced. Major uses like trade & Commerce, Community facilities, traffic transportation has

almost choked the existing roads. Most of the people in the periphery of the planning area including revenue villages of Aarda, Chadyana, Manyana, Mandhwan, Chhipnu and Chadyara are mainly agriculturists. Houses are scattered made up of mudstone with slate roofing. The built up density in these areas is very low.

CHAPTER-6

DEMOGRAPHIC CHARACTER

6.1 District Population.—As per 2001 Census, Mandi District has population of 9, 00,987 persons. There are 4, 47,271 males and 4, 53,716 females. Out of total population of the District, 8, 31,029 persons live in rural areas and 69,958 persons in urban areas.

6.2 Decadal Growth.—Mandi town has 24.04% growth rate during 1981-91 Census. It has reduced to 15.76% during 1991-2001 Census. The decadal growth rate of all the ten District headquarter towns except two tribal Districts is shown in the following Table :-

Table-6.1

Decadal Growth Rate of Ten Major Towns of the State

| Sr. No | Name of Town | Growth rate 1981-1991 | Growth rate 1991-2001 |
|--------|--------------|-----------------------|-----------------------|
| 1. | Solan | 65.69% | 57.53% |
| 2. | Shimla | 56.31% | 39.12% |
| 3. | Hamirpur | 42.59% | 37.27% |
| 4. | Una | 31.06% | 32.49% |
| 5. | Kullu | 22.75% | 25.65% |
| 6. | Bilaspur | 31.58% | 23.08% |
| 7. | Nahan | 08.90% | 18.71% |
| 8. | Mandi | 24.04% | 15.76% |
| 9. | Chamba | 24.98% | 13.13% |
| 10. | Dharamshala | 20.46% | 08.81% |

Source: - District Census Hand Book, 1981, 1991, 2001.

So far as Mandi town is concerned the decadal growth rate has declined in the last decade as shown below:-

Table-6.2

Decadal Growth Rate of Mandi Town since 1971

| Sr. No | Year | Population | Growth rate |
|--------|------|------------|-------------|
| 1. | 1971 | 16849 | - |
| 2. | 1981 | 18706 | 11.02% |
| 3. | 1991 | 23202 | 24.03% |
| 4. | 2001 | 26858 | 15.76% |

Source:- District Census Hand Book, 1971, 1981, 1991, 2001.

The Himachal Pradesh Town and Country Planning Department has carried out survey in Mandi Planning Area to have statistical figures regarding Demography, Socio-Economic status, Housing, Trade & Commercial and Traffic volume. The findings of this survey are illustrated in following paras/chapters.

6.3. Population Growth.—The population of Mandi Planning Area increased from 29,087 persons in year 1991 to 34,372 in year 2001, recording a decadal growth rate of 18.17%. It is anticipated that population of Planning Area @ 24.18% and 28.85% during the decades of 2001-11 and 2011-21 is likely to increase to 42,685 and 55,000 persons respectively. In view of potentials and propensities of Mandi planning Area, migration from rural areas to the urban centres for job opportunities, floating population of tourists etc., the population is anticipated to be 55,000 persons by the year 2021 and has been contemplated for working out the future requirements/proposals in this Development Plan.

Table 6.3

Growth Rate of population in Planning Area

| S.No. | Year | Population | Growth rate |
|-------|------|------------|-------------|
| 1 | 1991 | 29087 | -- |
| 2 | 2001 | 34372 | 18.17% |
| 3 | 2011 | 42685 | 24.18% |
| 4 | 2021 | 55000 | 28.85% |

Source: - District Census Hand Book, 1991, 2001.

6.4 Sex Ratio.—In planning area for every 1000 males there are 910 females. However, the District has 1014 females per 1000 males. Out of total population of 34,372 persons of the Planning Area 52.35% i.e. 17,994 persons are male and 47.65% i.e. 16,378 are females.

Table 6.4

Sex Ratio

| Sr. No. | Year | Mandi Town | | Females per 1000 males | Mandi Planning Area | | Females per 1000 males |
|---------|------|------------|--------|------------------------|---------------------|--------|------------------------|
| | | Male | Female | | Male | Female | |
| 1 | 1981 | 10274 | 8431 | 821 | 11986 | 10037 | 837 |
| 2 | 1991 | 12311 | 10891 | 884 | 15326 | 13761 | 897 |
| 3 | 2001 | 14231 | 12627 | 887 | 17994 | 16378 | 910 |

Source: - Survey by H.P. Town and Country Planning Department.

6.5 Age Structure.—In Mandi Planning Area 6.79% population is less than 5 years old, requiring mother care nurseries and tot-lots. The 21.79% population is in the age group of 6-18 years, requiring schools, playgrounds and amusement parks etc. and 60.42% population is in the age group of 19-58 years which requires facilities for higher education like Senior Secondary Schools, Colleges, Industrial Training Institutions, Professional courses like Information Technology, Computer Applications, Management, Engineering and Medical Technology besides Fine Arts,

Commercial and Social Science. This age group also constitutes that reproductive group and requires employment after approximately 25 year of age. 11.00% population is in the age of 58 years and above. There are old age farmer/worker and employees leading a retired life. For this age group, old age facilities like reading rooms and recreational centers have to be provided.

Table 6.5

Age Wise Classification

| S. NO. | Age group in years | Nos. | Percentage |
|--------|--------------------|--------------|----------------|
| 1. | 0-5 | 2335 | 6.79% |
| 2. | 6-18 | 7489 | 21.79% |
| 3. | 19-58 | 20767 | 60.42% |
| 4. | 59 and above | 3781 | 11.00% |
| | Total | 34372 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

6.6 Marital Status :- In Mandi planning area 51.55% people are married, 44% are bachelors and 4.45% are widowers. The percentage of bachelor being less is due to migration for job oriented higher education.

Table 6.6
Marital Status

| Sr. No. | Marital Status | Persons | Percentage |
|---------|----------------|---------------|----------------|
| 1. | Single | 15,124 | 44.00% |
| 2. | Married | 17,718 | 51.55% |
| 3. | Widowers | 1,530 | 4.45% |
| - | Total | 34,372 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

6.7 Level of Education:- In the Planning Area 60.72% have received education below graduation, 19.36% persons are graduates and above. 7.92% of population have received technical education. Only 12% population is illiterate.

Table 6.7
Level of Education

| Sr. No. | Education Status | Persons | Percentage |
|---------|---------------------------|---------------|----------------|
| 1. | Illiterate | 4,125 | 12.00% |
| 2. | Under Matric | 8,167 | 23.76% |
| 3. | Matric and under Graduate | 12,704 | 36.96% |
| 4. | Graduate | 5,142 | 14.96% |
| 5. | Post Graduate and above | 1,512 | 4.40% |
| 6. | Technical | 2,722 | 7.92% |
| | Total | 34,372 | 100.00% |

Source: -Survey by H.P. Town and Country Planning Department.

6.8 Distance and Travel Mode for Education:-In Mandi planning area about 85% educational centres are within a easy walking distance of 2 Kilometre and rest are at more than 2 Kilometre distance. Major portion i.e. 70% of students goes on foot to their schools and colleges requiring pedestrian's walkways and bridges. Rests of 30% make use of cycles, two-wheelers, three-wheelers, cars and buses.

Table 6.8

Modes of Travel Used for Education

| S. No. | Mode of Travel | No. of Students | Percentage |
|--------|----------------|-----------------|----------------|
| 1. | On foot | 8,400 | 70.00 % |
| 2. | Cycle | 480 | 4.00 % |
| 3. | Two wheeler | 600 | 5.00 % |
| 4. | Three wheeler | 1,200 | 10.00 % |
| 5. | Car | 120 | 1.00 % |
| 6. | Bus | 1,200 | 10.00 % |
| | Total | 12,000 | 100.00% |

Source:-Survey by H.P. Town and Country Planning Department.

6.9 Occupation Structure:- In Mandi Planning Area, percentage of workers as per 2001 Census in primary, secondary and Tertiary Sectors is 15.55%, 42.33% and 42.12% respectively. There is dominance of secondary and tertiary sectors. As the economy of Mandi town is dependant equally upon service and administrative sector and trade & commerce. A major portion of workers is engaged in secondary sector. It is anticipated that by the year 2021, the secondary force will increase to 7,960 workers.

Table 6.9

Work Force

| Sr. No. | Category | No. of Workers | Percentage |
|---------|--------------|----------------|-----------------|
| 1. | Primary | 1,929 | 15.55 % |
| 2. | Secondary | 5,249 | 42.33 % |
| 3. | Tertiary | 5,222 | 42.12 % |
| - | Total | 12,400 | 100.00 % |

Source:-Survey by H.P. Town and Country Planning Department.

6.10 Distance and Travel Mode for Work:-The 43% work areas are located within the walking distance of less then one Kilometre, 39% work areas are within two Kilometres and only 18% work areas are at a distance of more then two kilometers. The 39% workers go on foot to their work areas requiring light vehicle/foot bridges, pedestrian walkways etc., whereas 28% are using two wheeler.

Table 6.10
Modes for Work Area

| Sr. No. | Mode of Travel | No. of Persons | Percentage |
|---------|----------------|----------------|------------|
| 1. | On Foot | 4,836 | 39.00% |
| 2. | Cycle | 248 | 2.00% |
| 3. | Two Wheeler | 3,472 | 28.00% |
| 4. | Three Wheeler | 868 | 7.00% |
| 5. | Car | 1,116 | 9.00% |
| 6. | Bus | 1,860 | 15.00% |
| - | Total | 12,400 | 100.00% |

Source: -Survey by H.P. Town and Country Planning Department

CHAPTER-7 HOUSING

7.1 Housing Status: -Central Mandi town is undergoing fast structural transformation due to pressure on scarce land resources. The physical environment of Mandi is changing rapidly due to the demand for more built up area. People are converting their courtyard houses into Reinforced Cement Concrete (RCC) frame structures with modern facilities. These new constructions are generally two or three storeys. In Mandi Planning Area 76% persons have their own houses and 24% are tenants.

Table - 7.1
House Ownership

| Sr. No. | Ownership | Households | Percentage |
|---------|-----------|------------|------------|
| 1. | Owner | 6,531 | 76.00% |
| 2. | Tenants | 2,062 | 24.00% |
| | Total | 8,593 | 100.00% |

Source:-Survey by H.P. Town and Country Planning Department

Year of Construction :-In Mandi Planning Area 41% houses are 20 to 49 year old whereas only 4% houses are 60 years or more then 60 years old. The condition of maximum buildings is good

Table -7.2

Year of Construction

| Sr. No. | Age of the House | Households | Percentage |
|---------|--------------------|------------|------------|
| 1. | Less than 10 years | 1,547 | 18.00% |
| 2. | 10-19 | 2,148 | 25.00% |
| 3. | 20-49 | 3,523 | 41.00% |
| 4. | 50-59 | 1,031 | 12.00% |
| 5. | 60 and above | 3,44 | 4.00% |
| - | Total | 8,593 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

7.2 Number of Storeys and Type of Structures:- The 97.22% houses are upto three storeys and only 2.78% are more than three storeys.

Table 7.3
Number of Storeys

| Sr. No | No. of Storeys | No. Of Households | Percentage |
|--------|----------------|-------------------|----------------|
| 1. | One | 2,403 | 27.96% |
| 2. | Two | 1,536 | 17.88% |
| 3. | Three | 4,415 | 51.38% |
| 4. | Four | 217 | 2.53% |
| 5. | Five | 22 | 0.25% |
| - | Total | 8,593 | 100.00% |

Source:-Survey by H.P. Town and Country Planning Department.

The 81.86% houses have been constructed with Reinforcement Cement Concrete (RCC) and bricks. Whereas 16.88% houses have been built with stone and timber, only 1.26% houses have been constructed with brick and timber.

Table 7.4
Type of Structure

| Sr. No. | Type of Structure | No of Households | Percentage |
|---------|-------------------|------------------|----------------|
| 1. | R.C.C. and Brick | 7,034 | 81.86% |
| 2. | Brick & Timber | 108 | 1.26% |
| 3. | Stone & Timber | 1,451 | 16.88% |
| - | Total | 8,593 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

Housing Utilities: -Whereas 94.00% houses have kitchen facility, only 6.00% houses do not have the same.

Table 7.5
Kitchen Facilities

| Sr. No. | Facility available or not | Household | Percentage |
|---------|---------------------------|--------------|----------------|
| 1. | Yes | 8,077 | 94.00% |
| 2. | No. | 516 | 6.00% |
| - | TOTAL | 8,593 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

Majority of household i.e. 92% have private individual water connections.

Table 7.6

Water Facilities

| Sr. No. | Mode of Water Supply | Household | Percentage |
|---------|----------------------|--------------|----------------|
| 1. | Private Connections | 7,906 | 92.00% |
| 2. | Public tap | 515 | 6.00% |
| 3. | Well Water | 90 | 1.05% |
| 4. | Tank & other sources | 82 | 0.95% |
| - | TOTAL | 8,593 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

The 99.75% houses have been electrified and only 0.25% houses are yet to get electric connections.

Table 7.7

Electric Facilities

| Sr. No. | Electrified or not | Househole | Percentage |
|---------|--------------------|--------------|----------------|
| 1. | Yes | 8,571 | 99.75% |
| 2. | No. | 22 | 0.25% |
| - | TOTAL:- | 8,593 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

Road Facilities:- The 23.42% houses are connected with motorable road and 20.15% houses with jeepable road. Whereas 53.15% houses are using footpath, there are 3.28% house do not have any path.

Table 7.8

Status of Road

| Sr. No. | Detail | Household | Percentage |
|---------|----------------|--------------|----------------|
| 1. | Motorable road | 2,012 | 23.42% |
| 2. | Jeepable | 1,732 | 20.15% |
| 3. | Foot Path | 4,567 | 53.15% |
| 4. | No Path | 282 | 3.28% |
| - | TOTAL | 8,593 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

7.5 Sanitary and Garbage Disposal:- The 49.15% households are making use of private sanitary latrines and 26.37% households have private sewerage connections. The 6.85% house hold not have any latrines are defecting in surrounding and along river or khud sides.

Table 7.9

Type of Latrines

| Sr.No. | Type of Latrines | Household | Percentage |
|--------|---------------------|-----------|------------|
| 1. | Private manual | 1,290 | 15.01% |
| 2. | Private sanitary | 4,223 | 49.15% |
| 3. | Private connections | 2,266 | 26.37% |
| 4. | Community sanitary | 225 | 2.62% |
| 5. | Open | 589 | 6.85% |
| - | Total | 8,593 | 100.00% |

Source: -Survey by H.P. Town and Country Planning Department.

Whereas 45.59% households are using public dustbin, 45.34% are disposing the garbage in open.

| Sr. No. | Disposal of garbage | Household | Percentage |
|---------|-----------------------|-----------|------------|
| 1. | Public dustbin | 3918 | 45.59% |
| 2. | Collection facilities | 779 | 9.07% |
| 3. | Open | 3896 | 45.34% |
| - | Total | 8593 | 100.00% |

7.6 Projections:-As per socio-economic survey conducted by H.P. Town and Country Planning Department, there are 8593 families residing in Mandi Planning Area and average family size work out to 4, like this it is anticipated that by the year 2021 there will be 13,750 families.

CHAPTER-8

TRADE AND COMMERCE

8.1 Status of Shops:-Mandi town is vibrating with trade and commerce activity. Besides serving the Planning Area population, it is also serving for surrounding area of Jogindernagar, Sundernagar, Sarkaghat, Karsog etc. The 72.77% shops are retail shops and 5.39% shops are of wholesale, dealing in grains, cement, coal, medicines, cloth, fruits, vegetables.

Table - 8.1

Status of Shops

| Sr.No. | Type of Shops | No. of Shops | Percentage |
|--------|---------------|--------------|------------|
| 1. | Retail | 1,783 | 72.77% |
| 2. | Wholesale | 132 | 5.39% |
| 3. | Seasonal | 50 | 2.04% |
| 4. | Service | 267 | 10.90% |
| 5. | Special Shops | 218 | 8.90% |
| - | Total | 2,450 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

In Mandi Planning Area 72.48% are Tea Stalls and Dhabas followed by 18.35% Halwai shops and 9.17% Restaurants.

Table - 8.2
Special Shops

| Sr.No. | Type of Shops | No. of Shops | Percentage |
|--------|---------------|--------------|------------|
| 1. | Tea Stall | 86 | 39.45% |
| 2. | Dhaba | 72 | 33.03% |
| 3. | Halwai | 40 | 18.35% |
| 4. | Restaurant | 20 | 9.17% |
| - | Total | 218 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

The maximum item sold in the planning area are of general nature which accounts for 73.70% followed by food, fruit, vegetable Shops i.e. 10.04% and clothes 8.41%.

Table - 8.3
Items Sold

| Item Sold | No. of Shops | Percentage. |
|-----------|--------------|-------------|
| General | 1,314 | 73.70% |
| Food | 90 | 5.05% |
| Vegetable | 45 | 2.52% |
| Fruits | 44 | 2.47% |
| Cloth | 150 | 8.41% |
| Furniture | 32 | 1.79% |
| Chemists | 48 | 2.69% |
| Jewellery | 60 | 3.37% |
| Total | 1,783 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

The commercial activity is picking up the Planning Area. People in the central area are converting their old houses in to shops for rent purposes. Except Sunken Garden the town lacks in planned commercial complexes. Only 0.37% shops are more then 50 years old. The 56.50% shops have come up only during the last 10 years.

Table - 8.4

Year of Establishment

| Sr. No. | Year of Establishment | No. of shops | Percentage |
|---------|-----------------------|--------------|------------|
| 1. | Less than 5 | 373 | 15.24% |
| 2. | 6 to 10 | 1,011 | 41.26% |
| 3. | 11 to 15 | 191 | 7.82% |
| 4. | 16 to 25 | 282 | 11.52% |
| 5. | 26 to 50 | 583 | 23.79% |
| 6. | 51 years and above | 10 | 0.37% |
| | Total | 2,450 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

In Mandi Planning Area 46.37% persons have their own shops and 53.63% shops are functioning in rented buildings.

Table - 8.5
Shop Ownership

| Sr. No. | Ownership | No. of Shops | Percentage |
|---------|--------------|--------------|----------------|
| 1. | Owner | 1,136 | 46.37% |
| 2. | Rented | 1,314 | 53.63% |
| - | Total | 2,450 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

61.69% goods are being procured from outside the State. In fact these are transported from adjoining States of Punjab and Haryana. The 38.31% goods are being produced/procured within the State.

Table - 8.6
Source of Goods Procurement

| Sr. No. | Source | No. of Shops | Percentage |
|---------|----------------|--------------|----------------|
| 1. | Within State | 939 | 38.31% |
| 2. | Out side State | 1,151 | 61.69% |
| - | Total | 2,450 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

The 60.76% shops have area less than 10 Square Metre and 25.78% shops have area in the range of 11 to 20 Square Metre. Only 13.46% shops have area in the range of 21 to 50 Square Metre and above.

Table - 8.7
Shop Size

| Sr. No. | Size of Shop (In Square Metre) | No. of Shops | Percentage |
|---------|-----------------------------------|--------------|----------------|
| 1. | Less than 10 Square Metres. | 1489 | 60.76% |
| 2. | 11 to 20 Square Metres. | 632 | 25.78% |
| 3. | 21 to 50 Square Metres. | 282 | 11.53% |
| 4. | 51 and above | 47 | 1.93% |
| - | Total | 2450 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

8.2 Attached Facilities and Utilities.—Only 1,306 shopkeepers owns vehicles, out of which 969 have two wheelers like scooter and motorcycles.

Table – 8.8
Category of Vehicle

| Sr. No. | Vehicle Owned | No. | Percentage |
|---------|---------------|--------------|----------------|
| 1. | Two wheeler | 969 | 74.20% |
| 2. | Four wheeler | 205 | 15.70% |
| 3. | Light Vehicle | 110 | 8.42% |
| 4. | Heavy Vehicle | 22 | 1.68% |
| - | Total | 1,306 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

The 54.05% vehicles are parked on roadside and only 45.95% are parked in the authorized parking areas.

Table - 8.9
Parking Facilities

| Sr. No. | Parking Facility | No. of Vehicles | Percentage |
|---------|--------------------|-----------------|----------------|
| 1. | On foot path | 320 | 24.50% |
| 2. | On streets | 180 | 13.78% |
| 3. | On main road | 206 | 15.77% |
| 4. | Authorized parking | 600 | 45.95% |
| - | Total | 1,306 | 100.00% |

Source: - Survey by H.P. Town and Country Planning Department.

All the commercial establishments are totally electrified and 31.60% have their own telephones, however, these are lacking in other facilities like parking, public lavatories and regular water supply etc.

8.3 Commercial Intensity.—The commercial area is concentrated in central town, which is in a linear fashion. The commercial intensity is 60% in central town and spreading outwardly along roads leading towards Sundernagar, Hamirpur and Kullu. Low intensity commercial activity is scattered in surrounding villages of Talyar, Panjethi, Bari, Aarda, and Manyana. By assessing the data of commercial activity, it has been observed that town is not only efficiently serving its local population but it also catering the commercial demands of Tungal, Rewalsar, Balh and Pandoh areas. As Mandi town is fast developing as commercial center of the District, therefore, some specialized market like grains, vegetables, fruits, flowers, cement, steel, poultry etc have to be developed in a planned manner.

CHAPTER-9

TOURISM AND INDUSTRY

9.1 Tourism With In Planning Area.—Mandi town is blessed with the notable places of historical, archaeological, religious importance which provides warmth to the visitors/tourists. Due to terrorism problem in Jammu and Kashmir, the tourist flow has increased manifold to many tourist town of Himachal Pradesh including Mandi. Situated on the banks of river Beas, Mandi is gateway for splendid Kullu Valley. It is also known for its old stone temples depicting a range of fine carvings. Famous among the temples are Bhootnath in the heart of town, Panchvaktra, TrilokiNath, Mahamretunjaya and Shyamakali at Tarna Hill. Besides these temples there are number of other temples and shrines in the town which have a wealth of classical architecture and ornamental sculpture. It acts as major halting station for tourists on way to Kullu Valley. The important tourist/pilgrim places of the District are shown in Map 9.1 and have been illustrated as under: -

9.2 Tourism in Regional Level:

9.2.1 Rewalsar.—Rewalsar Lake is situated at a distance of 24 Kilometre from Mandi and is approachable by a motorable road. It is located on the mountain spur at an altitude of 1360 Metre. Rewalsar Lake as shown in Plate 9.1 presents a variety of natural beauty. It has dark jewel like green wood land and high hills. This Lake is sacred to the Budhists, Sikhs and Hindus. Guru Padma Sambhava, the renowned Buddhists stayed here for some time in the famous monastery. Number of Buddhists from Districts of Kinnaur, Lahaul and Spiti visits Rewalsar to pay their homeage to Guru Padma Sambhava. Commemorating the month long stay of Guru Gobind Singh Ji in the year 1738 at Rewalsar, Raja Joginder Sen of Mandi Built a gurudwara here in the year 1930. In the honour of Rishi Lomas a fair is held every year in the month of "Baisakh" on "Sakranti". Thousands of people visits this place to take a holy dip in the Lake (Sarovar). For tourists there are private hotels, Rest Houses and Himachal Pradesh Tourism Development Corporation (HPTDC)'s hotel known as Hotel Rewalsar.

9.2.2 Prashar.—It is situated at distance of 36 Kilometre from Mandi and is at an altitude of 2730 Metre from Mean Sea Level. The beautiful lake here with deep blue water is sacred one and has been named after Rishi Prashar. A three tiered Pagoda like wooden temple dedicated to the Rishi lies by this lake. Its remarkable setting is enhanced by a frame of show draped peaks visible from lake's edge. This lake contains a floating island. Every year a fair is held in the month of June. Lake is shown at Plate 9.2.

9.2.3 Kamru Nag.—Kamru Nag temple is a very famous religious place. It is situated in Tehsil Chachyot and is connected with motorable road up to Rohanda on Mandi -Karsog road. The total distance of Kamru Nag from Mandi is 76 Kilometre. The length of motorable road from Mandi to Rohanda is 56 Kilometre and there after a distance of 20 Kilometre has to be travelled on foot to reach the Kamru Nag temple. A beautiful lake lies here amidst the hills and deodar trees at a height of about 3150 Metre from Mean Sea Level. The wooden temple of KamruNag is built on the bank of the lake. Devotees of Kamru Nag throw their offerings in the lake. A large number of devotees gathers here with great enthusiasm and take bath on the first day of June (Ashad) every year.

9.2.4 Barot.—It is very beautiful hill resort place situated at a distance of 75 Kilometre from Mandi and is at a height of 1,900 Metre from Mean sea Level. It can be approached from

Joginder Nagar either by covering a distance of 18 Kilometre on foot or by haulage way trolley. A man made lake which feeds the Shanan Power House and Trout Fish Hatchery are the worth seeing places at Barot as shown in Plate 9.3.

9.2.5 Jhatingri.—Jhatingri is situated on the Ghogar Dhar at a distance of 47 Kilometre from Mandi and is at an elevation of 2012 Metre. Across Bhubu pass the road goes to Kullu. Jhatingri is at the distance of three Kilometre from Mandi-Palampur road near Urla. There are beautiful deodar and blue pine forests besides Dak Bunglow and Sarai for stay.

9.2.6 Janjehli.—It is situated in Tehsil Thunag at a distance of 85 Kilometre from Mandi. This is one of the most picturesque place in Mandi District. The high mountains and lush deodar dense forests accompanied with sparkling water of Bakhli River adds to the charming beauty of this area. Janjehli also act as a halting place for the trekkers visiting Shikari Devi, which is 20 Kilometer away from this place. Situated at a height of 3520 Metre from Mean Sea Level, Shikari Devi is also a religious place and seat of Goddess Durga.

9.2.7 Kamlah Fort.—Located at a distance of 85 Kilometre from Mandi, Kamlah Fort is known for its strategic location and is a master piece of laid medible architecture. Fort was built in the year 1625 by Raja Suraj Sen of Mandi State and has history of its own with reference to the security and safety of Mandi State which remained a far cry for even the Katoch and Sikh Rulers. On way to the fort one can enjoy the panoramic view of high mountains and valleys.

9.2.8 Tatta Pani.—Tatta Pani is at a distance of 140 Kilometre from Mandi. It is situated on the right bank of river Satluj and is famous for its hot water springs. The hot water is called as “Tatta Pani” in local language and accordingly this place has been named as “Tatta Pani.” This place was the seat of meditation of a great saint, Maharishi Jamdagni, the father of Rishi Parshu Ram. The hot water springs of this place have medicinal value and cures gout and rheumatic pains. These springs are frequently visited by large number of visitors from all over the State. A Hotel run by Himachal Pradesh Tourism Development Corporation (HPTDC) is catering the needs of tourists.

9.2.9 Mahunag.—Mahunag is situated at a distance of 115 Kilometre from Mandi. This is a small religious place. The beautiful temple of Mahunag (God of snakes) is visited by hundreds of devotees of the Districts of Mandi, Shimla, Solan and Bilaspur through out the year.

9.3 Tourist Accommodation and Facilities.—In Mandi Planning Area there are 41 Hotels, 9 Guest Houses, 2 Rest Houses and 1 Circuit House which provides residential accommodation to tourists. However tourist accommodations available in Mandi do not have facilities like indoor games, shopping, laundry and banking etc.

Being a gateway to Kullu Valley more then 10,000 tourists per annum make their stay at Mandi for a day or two. Occupancy of Hotels and Guest Houses during the month of May or June is 80% to 100%, whereas it is 40% to 60% in other months. More tourists can make transit stay at Mandi, if proper facilities on one hand and tourist attraction places on the other are developed with in the Planning Area.

9.4 Industry.—The economic development of a country depends on the growth of all sectors of the economy. Development of industrial sector plays a vital role, since it help in providing inputs, technology and infrastructure for other sectors of the economy.

9.4.1 Industrial Area Mandi.—Industrial area Mandi was set up during the year 1985-86 by acquiring 11.17 Hectare of land from Himachal Road Transport Corporation (H.R.T.C.) at Sauli Khad in Sector-VII at a distance of 2 Kilometre from main town on Mandi-Kullu road. The entire land was taken up for developing plots in a phased manner. In Industrial Area Mandi 97 plots of different sizes have been developed and 20 industrial sheds have been constructed. All the plots and shed have been allotted on a long-term lease basis. The major units set up in Industrial Area are shown in following Table: -3

Table 9.1
Industrial Units in Mandi Industrial Area

| Sr. No | Service Industries | Number of Units | Items manufactured |
|--------|--------------------|-----------------|--|
| 1. | Flour Mill | 2 | Wheat flour |
| 2. | Furniture | 6 | Steel furniture |
| 3. | Electric Goods | 2 | Main switches, electrical panels and other electronic items. |
| 4. | Service Station | 3 | Auto body building and Maruti Service station. |
| 5. | Cottage Industry | 10 | Tea processing units, Bakery, Beverage woolen yarn, Shawls dying and finishing plant marble cutting etc. |

Source: - District Industries Centre, Mandi.

At present 40 Units are in function on the allotted plots. The remaining plots being allotted recently are likely to start function within a year or two. The proposed units are handloom weaving, service station, steel furniture and printing press etc. A proposal for setting of Cement Plants at Alsindi and Sundernagar at 4 Kilometre and 26 Kilometre respectively from Mandi is under active consideration of the Government. It is expected that on commissioning of these Cement Plants, more employment sources will be generated and it will also boost the economy of the District. An Industrial Area near Ner Chowk at Ratti is producing leather goods which is at a distance of 18 Kilometre from main town and falls out side the Planning Area.

CHAPTER-10

HERITAGE CUM CONSERVATION AREAS

10.1 Mandi is a princely capital town. There are 8 major types of heritage features namely Palaces, Temples, Socio-Cultural Spaces, Centred Courtyard, Houses, Streets, Bazaars, Baulies, Memorial Stones (Bersella), Idols and Platforms which have briefly been illustrated as under:—

10.1.1 Palaces.—Originally, there were palaces at old site of the town, popularly known as “Behras” of Purani Mandi. These crumbled in the earthquake of 1905. These “Behras” were the

guiding monuments for Palaces of New Mandi, which are presently in existence, but in a deplorable state.

(i) The palace known as Chowki as well as Talimkhana was constructed near the temple of Bhootnath by Raja Ajbar Sen in 1527. Raja Suraj Sen got constructed Damdama Palace during late 1640. Naya Mahal was constructed in 1871, to honour Lord Mayo and Bhawani Palace was constructed by Raja Bhawani Sen during 1911-1912. Other buildings and features which came up around the palace complex in Seri Mohalla includes the temple, "Hawan Kund", Emerson Building, Durbar Hall, Seri Munch, Seri Tank, Clock Tower and Jenchu-ka-Naun.

Raja Vijay Sen constructed Vijay Palace in palace Mohalla across Skodi Khud was constructed by Raja Vijay Sen in the year 1927. The Rajas of Mandi lived in this palace from 1927 to 1970.

(ii) The palaces have slanting state and tin-roofed tops with massive arcades, picturesque facades and sizable courtyards. As the Rajas of Mandi were deeply religious, temples formed an integral part of the palace complexes. Impact of British architecture is observable in Bhawani place, Vijay Palace and other buildings which were built in the second half of 19th century and in 20th century.

10.1.2 Temples.—From Mohalla-wise analysis of cultural artifacts, it has been established that temples are one of the most significant component of cultural manifestation in Hindu town of Mandi. On account of numerous temples located in Mandi town, it has popularly been known as "Kashi" (Varanasi) of Himachal Pradesh. As "Kashi" i.e. (Varanasi in Utter Pradesh) is named as the city of Baba Vishvanath, so Mandi is addressed as the town of Bhootnath.

(i) Temples dedicated to the Lord Shiva and Shakti, (Durga) are almost available in every Mohalla of the town. Most of the temples are located around the palaces and Beas-Suketi confluence. Six Shiva, one Shakti, one Vishnu and one Ganesha temples are well known in the town and have great architectural as well as cultural value. The famous Shiva temples include Trilokinath in Purani Mandi, Panchvaktra in Paddal, Bhootnath in Semkhetar, Ardh-nareeshwar in Suhra, Mahamritunjaya in Seri and Nilkanth Mahadev in Tarna Mohalla.

(ii) The Mahamretunjaya temple in Mandi is the only temple of Lord Shiva worshiped as "Mahamritunjaya", in the State. Out of the Shakti temples, Shyama Kali temple as shown in Plate 10.1 at Tarna is most famous. Other important temples are the presiding deity of Lord Madhorao (Vishnu) in the palace complex of Seri Mohalla and Ganpati temple in Sain Mohalla.

(iii) From the birth to death, all the activities of people in the state revolved around the temple and religion. Rajas of Mandi were deeply religious and have constructed numerous temples. Raja was considered to be the Vicegerent of the God on the earth. Most of the temples of Mandi are in the Shikhara style and have "Mandup" in front of them. The trinity is engraved in middle of many temples. Various figures including Kinnaras and Gandharbhas have been engraved on entrances of the temples. The deities of Ganpati, Shiva and Durga are common in temples/temple premises. In the temple of presiding deity of Lord Madhorao the deities of Rajeswari and Roopeshwari Devi are kept. The Rajas and Ranis used to make prayers and offerings to these deities daily. All the local Gods and Goddesses of the State, used to pay a visit to the Lord Madhorao every year, on the occasion of

Shivaratri. Most of the temples including Bhootnath, Ardh-nareeshwar, Panchvaktra, Trilokinath, Mahamrityunjay, Nilkanth Mahadev, Shyama Kali and Ganpati have acted as nuclei for the development of Mohallas, either around them or in their vicinity. Many temples are located adjacent to socio-cultural spaces like Chauhata, Keshari Bungalow, Bhagwahan, Banglashitla and Chhaya Bauli.

10.1.3 Socio-Cultural spaces.—The socio-cultural spaces formed an integral part of the townscape of historic town Mandi. Small spaces were available in the centered courtyard houses, amidst clusters of houses, in premises of temples, at Baulies and junctions of streets. However, large socio-cultural spaces existed around the palace complex and at Mohalla town levels.

(i) Central courtyards of houses mainly in Mohallas of Darmyana, Bhagwahan, Bangla and Samkhetar in central Mandi are essential cultural features. Right from the birth to death, such spaces are being overwhelmingly used for performing various religious and cultural rituals. Besides, providing air, light, ventilation and privacy, these spaces are also used on different festivals and ceremonies. In case of lower castes and poor people who could not afford the centered courtyards in their houses, a cluster of houses used to form such spaces amidst them.

(ii) The Seri palace complex around which requisite facilities like “Durbar Hall”, Hawan Kund and numerous temples are located had been the hub of socio-cultural spaces. Besides, centered courtyard of Damdama Palace complex and multiple courtyards of Bhawani Palace, sizable socio-cultural spaces to cater for requirements of the town were developed all around these complex. Some of such spaces are Chauhata space to the north, Seri space to the South-West and Kesari Bungalow space towards the South-East. Sidhsar tank has also been converted into a socio-cultural space with the passage of time. These spaces are frequently used for organising various socio-cultural manifestations on important occasions as well as on the famous Shivaratri fair. Paddal, which had been the traditional venue of the International level Shivaratri fair and other socio-culture activities, is still the venue for organising the fair and other State and inter State level meets. Mohalla level spaces including those of Bhagwahan Chowk and Bangla Chowk are used by the local communities on the religious occasions.

10.1.4 Centered Courtyard Houses.—Courtyard is likely known as chowki or chowk in Mandi. The Damdama-Naya Mahal Palace complex has a sizable central courtyard. The Bhawani palace has multiple courtyards in the complex. In the North-Eastern portion of Seri Mohalla, there are centered courtyard houses. Some of the houses belong to heirs of the Rajas of Mandi. Darmyana, Bhagwahan, Bangla, Samkhetar and Suhra Mohallas had predominantly centered courtyard houses. This phenomenon of courtyard is still widely prevalent in these Mohallas, which are dominated by the upper casts like Brahmins, Rajputs and Khatris.

(i) The centered courtyard house have been closely erected one after another along the irregular narrow streets of the Mohallas. The houses of upper castes are more organised and large then those of lower castes. Centered courtyard houses have single, double, triple or even more courtyards with in them. The courtyards are more in number of palaces. There size is also big one. Similarly, houses belonging to the important professionals, relatives, lien tenants of the Rajas, Bajirs, Raaj Purohits (Royal Priest), Raaj Vaid (Physicians of the Rajas) and house hold Managers of the Rajas are big and have either multiple or bigger courtyards. General public have however, single courtyard houses.

(ii) The "Harjus" buildings in Upper Bhagwahan street and Raja Ishwari Sen's mother's houses spreading between Chanderlok and Bhootnath streets are typical examples of multiple courtyard houses. These are connected with each other through passages. Varandah, all around each of the courtyard is an essential feature. Rajputs had closer links with the Rajas and were placed well. They had bigger houses and thereby sizeable courtyard. Khatris were also better off, due to either their engagement in business or in State services. They had moderate size of courtyards. However, Brahmins had generally smaller courtyard houses. Scheduled Castes particularly "Chamars" had either no courtyard in their houses or had a few houses composed of such a feature amidst them.

(iii) In many houses there are less opening on the ground floor facing the streets. Openings are, however, more on the first floor. The sizes of doors and windows are large in cases of people belonging to upper castes in comparison to the lower castes. The houses were generally two storeyed. Height of storey generally ranges from 2.10 Metre to 3.60 Metre. Having straightway entry to the outer door of the house from the adjoining street, one has to cross throw one or two small rooms to reach the verandah of Chowki (courtyard). In many houses courtyard is not directly visible from the street. Prevalence of preservation of privacy "Purdah Pratha" might have been the reasons for indirect entry to the houses. Centered courtyard houses possess adequate light, air ventilation and privacy. These are secure and have no fear from strangers and wild animals. The use of local stone in the buildings harmonise with the surrounding landscape. The well-to-do upper caste people have used hewn stones and the size of stones used in their houses is also big one. However, walls of houses of the lower castes are either made in mud or with smaller sized stones. In most of their houses, "Dhajji" walls have been erected. Wooden bands have been provided in houses of the rich people, to make them resistant to the earth-quakes. Slate had been the common roof material for covering the houses. As there is ban on cutting of trees, use of brick, concrete and cement has become a common phenomenon over recent. Technological advancement and transportation revolution have also led to transformation in building materials and techniques of construction.

10.1.5 Streets.—Streets are popularly known as Galis or Garhis in Mandi. On account of location of Mandi on junction of different roots, it grew as an important centre. The business streets in heart of the town are centres of human activities. Streets in old town are generally narrow and short. There are many blind alleys but they usually are short and branch off the longer streets at right angles. The long and straight streets are wider than the shorter one in layout. There is contrast in the geometry in old town and new extensions.

(i) Four main types of streets namely, major town roads, main streets, secondary streets and minor streets exists in Mandi. Width of major town roads ranges from 3 Metre to 15 Metre. These roads were generally of curvilinear pattern. The main streets include Bhootnath street, Chaubata street, Balkrupi street, Panchvaktra street, Palace street, Upper Bhagwan street, Teli-Re-Gali (Street), Mahajan street, Lower Suhra street and Shitla street. These streets inter-connect the major town roads. Main bazaars are located along these streets. These connect the Mohallas with important roads. Width of these streets ranges from 2 Metre to 6 Metre and are generally longer one. These streets have been named after the important cultural features like temple's Mohallas, communities and places. There are numerous secondary streets in the town. Important secondary streets are Lower Bhagwahan Street, Shamsan Ghat Gali (Street), Khua Rani Gali (Street), Tarna Paudian, Jenchu-Naun street, Duggi-Paraul-Re-Gali (Street), and Ghaswin-Paraul-Re-Gali (Street). These streets inter-connect the main streets and major town roads. These streets have less than 5 Metre widths. These are shorter in length. The secondary streets have been named after cultural feature like Mohallas, temples, important houses and Baulies. The minor Streets either provide

accesses to individual houses or link the cluster of houses. These generally emanate from Main and secondary streets. There are many dead end streets as well. Each Mohalla has several such types of minor streets. These streets have less than even 3 Metre width. These are very short in length. Generally these minor streets are known by names of houses or their owners or by nearby cultural features.

10.1.6 Bazars.—Mandi had been an important trade centre. Eight bazars, therefore, grew over time. These bazars are namely Chauhata, Bhootnath, Chaubata, Mahajan, Moti, Seri, School Road and College Road. Chauhata and Bhootnath bazars which grew in the vicinity of nucleus of Bhootnath temple are the oldest of all. The bazars have expanded in a linear fashion amidst the Mohallas. Mandi being a Khatri dominated town, most of the people of this community are engaged in business. Most of the streets emanate from the Chauhata socio-cultural space to different directions. Old Bazaars of Bhootnath, Chauhata and Mahajan have narrow streets; however, Moti Bazar, Seri Bazar and School Bazar have comparatively wide streets, as these are spread along the major regional roads emanating from the town. Sizes of shops are bigger in Bhootnath, Chauhata and Seri Bazars. Shops are, however, small in Chaubata, Mahajan, Moti and School Bazaars. Numerous streets emanate from the Bazars to different directions. Nomenclature of various bazars has been made in view of socio-cultural background of the street, caste of community and nature of cultural features in the vicinity. Being an old town, Mandi has a linear character of bazars, alike any typical Indian Bazar.

10.1.7 Baulies.—Numerous Baulies and springs catered for requirements of water supply of the town. As the water was carried manually in pictures from these sources, people used to visit these spots frequently. Almost every Mohalla had such water sources. Baulies and springs are, therefore, important socio-cultural artifacts. Major Baulies are located along with Suketi Stream and in Purani Mandi. These are Pair-re-Bauli and Jenchu-Naun in Purani Mandi. The Bauli Shitla and Shyam Sen-Ra-Naun in Purani Mandi have peculiar design. Each bauli has a wall in local stone masonry on its periphery. In front of them are paved platforms. These platforms are used for bathing and washing. On the sides of stepped Baulies, there are elevated platforms for waiting and keeping the pictures. On the niches of the walls idols are kept. The baulies are approachable through stepped paths and lanes. Generally, a few streets converged at each bauli. People from all the sides used to assemble at baulies. In the morning and evening hours, there used to be gatherings at baulies and springs. Ladies used to come in groups. The day to day domestic, Mohalla and State affairs were discussed at these baulies. Sometimes cultural Programmes and feasts were also organised. There were socio-cultural spaces either adjacent or in their vicinity of most of the baulies. Such spaces were used for celebration on the occasions of important festivals.

10.1.8 Memorial Stones (Beresellas), Idols and Platforms.—About 300 memorial stones locally known as Beresella including multi-paneled "Sati" Stones, in commemoration of the Rajas of Mandi and common men are still in existence at Mangwain, near the bank of Suketi. Idols depicting Hindu Gods and Goddesses are existing in the premises of temples, baulies and on the platforms. Raised platforms were constructed under the holy trees like "Peepal" near Ghats and in different Mohallas of the town. Other cultural features were such as inns Gurudwara etc. Some Beresellas of Mandi are shown in Plate 10.2.

10.2 Crisis of Heritage Conservation.—Restoration, preservation and conservation of built heritage of towns of Himachal Pradesh, has become a stupendous task to the Government, a challenge to their inhabitants and to those concerned with this noble cause. No country or State or region can boast of its prosperity, unless it preserves its heritage, utilizes its scarce land resources

properly and takes care of its natural endowments. The heritage crisis is therefore, summed up briefly as under:—

(i) As heritage areas are located in hearts of existing towns or at potential sites, they are witnessing an enormous pressure from urbanization forces and modernization.

(ii) The ever increasing appetite of vested interests led to manifold increase in encroachments in heritage areas during recent decades. In view of importance of heritage features, it is proposed that construction activities be discouraged around such heritage features. If any construction which is necessarily required to be under-taken in premises of heritage areas, it should follow the existing architectural style of such features. Adequate Zoning regulation should be followed and set backs and open spaces should be left around heritage landmasses. Structures which have been constructed without harmony to their surroundings are required to be remodeled in harmony to adjacent historical features.

CHAPTER-11 FACILITIES AND SERVICES

11.1 Educational Facilities.—Mandi Planning Area has one Government Degree College with Post Graduation classes two Government Senior Secondary Schools, one Central Government Secondary School, seven Private Senior Secondary Schools, one Government High School, one Private High School, Three Government Middle Schools, fourteen Government Primary Schools and three Private Primary Schools. Besides meeting the requirements of local population of the town and of villages falling within the Planning Area, these educational institutions are also serving population of adjoining villages falling out side Planning Area. Total intake of these institutions is 12,000 students. The 15% students are coming from a distance of more than 2 Kilometre. Majority of Government institutions have proper buildings, space for playgrounds and other attached facilities, however, private schools do not have adequate buildings, space for playgrounds and other required facilities. There is an Industrial Training Institute (I.T.I.) presently having 350 students. There are also private institute imparting trainings in short hand, type-writing, computer and other Vocational trades. The existing educational facilities in Mandi Planning Area are shown in Map 11.1.

The Student/Teacher ratio of these Educational Institutions is shown in following Table.

Table 11.1
Student, Teacher Ratio

| Sr. No. | Description | Educational Institutes | Functioning form Government/Private Building | No. of Student | No. of Teacher | Student Teacher Ratio |
|---------|--|------------------------|--|----------------|----------------|-----------------------|
| 1. | Government Degree College | 1 | Government | 4500 | 125 | 36:1 |
| 2. | Govt. Senior Secondary School | 2 | Government | 1986 | 77 | 26:1 |
| 3. | Central Government Senior Secondary School | 1 | Government | 303 | 20 | 15:1 |
| 4. | Private Senior Secondary School | 7 | Private | 3486 | 168 | 21:1 |

| | | | | | | |
|-----|-------------------------------|----|----------------------------|-----|----|------|
| 5. | Government High School | 1 | Government | 287 | 11 | 26:1 |
| 6. | Private High School | 1 | Private | 150 | 8 | 19:1 |
| 7. | Government Middle School | 3 | Government | 188 | 16 | 12:1 |
| 8. | Government Primary School | 14 | 13 Government 1 Private | 632 | 54 | 12:1 |
| 9. | Private Primary School | 3 | Private | 118 | 8 | 15:1 |
| 10. | Industrial Training Institute | 1 | Government | 350 | 55 | 6:1 |

Source: Respective Heads of the Educational Institutions.

11.2 Medical Facilities.—Mandi planning area has a zonal hospital. (253 Beds, one T.B Clinic with 30 beds, two private hospitals having 50 Beds capacity, one Central Ayurvedic research centre, with one Ayurvedic Hospital (10 Beds) and one Leprosy Hospital (20 Beds). In addition to these medical institutions there are three Sub-centers and one Ayurvedic Health Center also. All the Government Medical Institutions are functioning in their own buildings except Ayurvedic Hospital. The private hospitals, twelve clinics are mainly located in the town and are equipped with advanced diagnostic facilities i.e. Ultra Sound, C.T. Scan, Cardiological/ TMT test etc. Mandi Zonal Hospital is also providing medical services to some areas of adjoining Districts. However, it has numerous problems like shortage of accommodation, parking facilities, greenery, insanitation etc. Private Hospitals and Clinics are also lacking in adequate accommodation, parking facilities and other required infrastructure. The number of patients visiting these medical institutions during the year 2002-2003 were 4, 64,166. Besides above, Mandi Planning Area also has one Veterinary Hospital at Mangwain in Sector-II and one Veterinary Dispensary though is outside the Planning Area is however, catering the needs of the live studies falling within the Planning Area. Keeping in view the growth rate of population, it is anticipated that the number of patients will increase by the year 2021; therefore the existing bed capacity of medical institutions has to be increased. The existing Medical facilities in Mandi Planning area and influence Zone/area of Zonal Hospital Mandi are shown in Map 11.2. And 11.3 respectively.

The doctor/ Patient ratio of Medical Institutions is shown in the following Table:-

Table 11.2.1
Doctor, Patient Ratio

| Sr. No | Description | No. of Doctors | No. of Daily Patients | Doctor/Patient Ratio |
|--------|-----------------------------------|----------------|-----------------------|----------------------|
| 1. | Zonal Hospital | 32 | 1280 | 1:40 |
| 2. | Central Ayurvedic Research Center | 2 | 70 | 1:35 |
| 3. | Ayurvedic Hospital | 3 | 24 | 1:8 |
| 4. | Ayurvedic Health Center | 1 | 20 | 1:20 |

Source: - Respective Heads of the Medical Institutions.

11.3 Public Services.—The Mandi Planning Area has following public services. Since these are mostly concentrated in the main town, as such, needs to be provided in rest of the area. The existing public services are shown in Plate 11.

11.3.1 Fire Services.—A fire station with 3 fire tenders is located at Palace colony in Sector-XI. This is functioning from its own building.

11.3.2 Postal Services:—For postal services, a General Post Office is located in the heart of the town at Mohal Seri in Sector-I and eight Sub-Post Offices are situated at different locations in Planning Area i.e. Bari, Bijni, Purani Mandi, Khaliar, Paddal, Mangwain, Tarna, Talayar in Sector-XI, X, IX, X, VI, III, II and IV respectively. Though the General Post Office has its own building, however, there is no provision for parking of vehicles. All of the nine Sub-Post Offices are functioning from private buildings.

11.3.3 Banking and Insurance Services.—There are 16 banks in Mandi Planning Area which are located mainly in central area. These are functioning from private buildings. Though building conditions are good yet these lacks parking facilities. There is one Life Insurance Company (L.I.C.)'s office in rented building at Mohal Bhagwahan in Sector-I. Besides these, three other insurance companies are providing their services in the Planning Area. These are also functioning from private buildings.

11.3.4 Police Services.—A Police Station is located at Mohal Paddal in Sector-VI. It is functioning from its own building. Besides this, a Police Chowki is existing in Mohal Suhra in Sector-I.

11.3.5 Telecommunication Services.—There are two Telephone Exchanges in planning area. Main one is located in Mohal Seri in Sector-I and the other one is at Bheuli in Sector-VIII. Whereas the main exchange is in Government building, the other one is in private building. These Exchanges have capacity of 6500 lines and 2250 lines respectively.

CHAPTER-12 BASIC INFRASTRUCTURE

Water Supply System:—The major sources of water supply in the Planning Area are gravity water supply schemes from Bijni, Braadhiveer, Chaubuan, Megal, Chadyara, Bari, Panjethi, Talayar, Madhwan, Sanyard, Manyana, Aarda and Bheuli and lift water supply scheme from river Beas. There are two main water treatment plants located at Motipur and Kangni Dhar in Sector-VI. The water lifted from river Beas is treated in these plants having capacity of 93.57 Lac Litres. The methods of water treatment are sedimentation, sand filtration and chemical. The various water supply schemes which are in operation are shown in the following Table:

**Table 12.1
Water Supply Schemes and Method of Water Treatment**

| Sr. No | Name of Scheme | Type Of Source | Water Discharge in Litres per Second | | Water Intake at source (in Litres) | Diameter of Rising Main (C.I. Pipe) | Method of Water Treatment | Capacity Of Treatment Plant (in Litres) |
|--------|--------------------------------|----------------|--------------------------------------|------|------------------------------------|-------------------------------------|---------------------------|---|
| | | | Min | Max | | | | |
| 1. | Water Supply Scheme from Bijni | Nallah | 6.00 | 9.45 | 8,17,200 | 150 mm dia | Rapid Sand | |

| | | | | | | | | |
|---|-------------------------------------|----------------|-------|-------|--------------------|----------------------|----------------------------|-----------|
| 2 | Water Supply Scheme from Bradhivcer | Spring /Nallah | 1.50 | 2.27 | 1,96,128 | 150mm dia | Slow Sand | 32,700 |
| 3 | Water Supply Scheme from Chauluan | Nallah | 20.00 | 30.00 | 19,85,500 | 150mm dia | Slow Sand | 1,61,100 |
| 4 | Water Supply Scheme from Megal | Nallah | 8.00 | 15.00 | 8,77,095 | 125 mm to 150 mm dia | Infiltration | 1,11,600 |
| 5 | Water Supply Scheme from Beas River | River | 20.00 | 30.00 | As per Requirement | 100 to 150 mm dia | Sedimentation and Chemical | 16,11,000 |
| 6 | Water Supply Scheme from Beas River | River | 20.00 | 30.00 | As per Requirement | 350 mm dia | Sedimentation and Chemical | 63,59,000 |

Source: Executive Engineer, H.P. Irrigation and Public Health Department Mandi

The water supply distribution system is through storage tanks situated at different locations as shown in following Table:—

Table 12.2
Tanks and Storage Capacity

| Sr. No. | Name of Scheme | Location Of storage Tank | Storage Tank | |
|---------|--|--|------------------|--------------------------------|
| | | | No | Capacity (in Litres) |
| 1 | Gravity Water Supply Scheme from Bijjan | Tarna | 2 | 1,58,400 |
| 2 | Gravity Water Supply Scheme from Bradhivcer | <ul style="list-style-type: none"> Lower Mangwain Manyana | 1 1 | 2,05,400 35,000 |
| 3 | Gravity Water Supply Scheme Chabuan Lift Water Supply Scheme Beas river | Motipur Dhar | 1 | 6,70,000 |
| 4 | Gravity Water Supply Scheme Megal | <ul style="list-style-type: none"> Khaliar Chhipnu Purani Mandi | 1 1 2 | 40,000 1,08,700 1,86,700 |
| 5 | Lift Water Supply Scheme from Beas river | <ul style="list-style-type: none"> Kangni Dhar Kangni Tarna Sain | 1 1 2 5 | 22,61,900 16,69,700 |
| 6 | Gravity Water Supply Scheme from Chadyara | Chadyara | 1 | 5,000 |
| 7 | Gravity Water Supply Scheme from Bari | Bari | 1 | 12,000 |
| 8 | Gravity Water Supply Scheme from Panjethi | Panjethi | 1 | 22,000 |

| | | | | |
|----|---|----------|---|--------|
| 9 | Gravity Water Supply Scheme Talayar | Talayar | 1 | 4,600 |
| 10 | Gravity Water Supply Scheme from Madwahan | Madwahan | 1 | 5,000 |
| 11 | Gravity Water Supply Scheme from Sanyard | Sanyard | 1 | 8,000 |
| 12 | Gravity Water Supply Scheme from Matlana | Chambi | 1 | 8,500 |
| 13 | Gravity Water Supply Scheme from Aarda | Aarda | 1 | 20,000 |
| 14 | Gravity Water Supply Scheme from Bheuli | Bheuli | 1 | 40,000 |

Source: Executive Engineer, Irrigation & Public Health Department, Mandi.

The limited water supply is the major problem in Mandi Planning Area. Presently water is being supplied by the H.P. Irrigation and Public Health Department @ 70 Lac Litres per day, whereas water requirement is @113.59 Lac Litres per day. The average duration of water supply is one hour per day. Department has also installed 19 Handpumps and private taps at different locations within Planning Area. People of the Planning Area are also being motivated to store rainwater. The water supply net work in Mandi Planning is shown in map 12.1

12.2 Drainage.—The length of total drains In Mandi Town is 32.50 Kilometre, which are able to carry the complete run off. Most of the drains in town are open. In spite of good slopes the drains get choked due to heavy rains, design faults and dumping of garbage. The areas outside the Nagar Parishad limits do not have any drainage network. For smooth flow of water and to improve the carrying capacity, there is urgent need to re-built/re-design the drainage system in the town as well as in the Planning Area. The drainage system of Mandi Planning Area is shown in Map 12.2.

12.3 Sewerage.—In Mandi Sewerage system was started in the year 1987. As per 2001 Census, there were 6714 households in the town, out of which 2191 have sewerage connections. Rests have private sanitary system of septic tanks and soak pits. The H.P. Irrigation and Public Health Department has also released 100 sewerage connections to other people. Sewerage Treatment Plants have been designed for 40,000 persons as shown in following Table:—

Table 12.3

Type of Sewerage Treatment and Place of Disposal

| Sr. No. | Location | Type of Treatment | Capacity of Treatment Plant | Place of Disposal |
|---------|-------------------------|----------------------|-----------------------------------|-------------------|
| 1. | Raghunath - ka - Padhar | Biological Treatment | 3.83 Million Litres per Day (MLD) | River Beas |
| 2. | Khaliar | Biological Treatment | 0.47 Million Litres per Day (MLD) | River Beas |

Source: Executive Engineer, H.P. Irrigation & Public Health Department, Mandi.

Besides laying the sewerage network in the town, Government is also providing subsidies for converting the dry latrines into water borne latrines under Low Cost Sanitation schemes outside the Nagar Parishad areas. The sewerage network in Mandi Planning Area is shown in Map 12.3.

12.4. Electricity.—The electric power supply transmitted from the Shanan Hydro Electro Project situated at a distance of 60 Kilometre from Mandi. The H.P. State Electricity Board is supplying electricity in the area through its two Divisions. The Electricity Supply Division No. 1 is supplying electricity for Mandi town within Nagar Parishad limits. Whereas the Electricity Supply Division No. II is supplying the electricity for the area falling outside Nagar Parishad limits. There are two power Sub-Stations at Bijni in sector -10 and Samkhetar in Sector-I. At Samkhetar there are three main transformers having capacities of 400 Volt (KV), 400 Volt (KV), 630 Volt (KV), 630 Volt (KV) respectively and one-sub transformer with 100 Volt (KV) capacity. At Bijni there are two transformers 66/33 Volt Ampere (KVA) and 132 Volt Ampere (KVA) capacities. There are 83 distribution transformers in Mandi Planning Area situated at different locations. Total number of connections released by the Division No 1 and 2 are 11482 and 3290 respectively. Out of total (14,482+3,290) =14,772 connections, 11249 are residential, 3258 commercial, 137 industrial, 116 institutional and 12 are for public use. The total connected load is 37,017 Killo Volt (KV). There is no pending application for electricity connection with the office of Himachal Pradesh State Electricity Board. The electricity network in Mandi Planning Area is shown in Map 12.4.

12.5 Telecommunication.—Mandi Planning Area is well served by telephone network. There are two Telephone Exchanges i.e. main Exchange at Seri in sector-I and another Exchange at Bheuli in sector-VII. The Department of Telecommunication has installed Main Switching Unit (MSU) Exchange of 6500 lines capacity at Seri in Sector-I and Remote Switching Unit (RSU) Exchange at Bheuli with 2250 lines capacity. Thus, the total capacity of Telephone Exchange is 8750 lines capacity. Total 6572 telephone connection have been released so far, out of which 5814 connections are in Urban areas and 758 connections in Rural area as shown in the following Table:—

Table 12.4
Connection Released

| Sr. No | Name of Exchange | Connection Released | | Total |
|--------|-----------------------|---------------------|-------|-------|
| | | Urban | Rural | |
| 1 | Main Exchange at Seri | 4565 | 160 | 4725 |
| 2 | Exchange at Bheuli | 1249 | 598 | 1847 |
| | Total | 5814 | 758 | 6572 |

Source: - Telecommunications Department, Mandi.

This Bharat Sanchar Nigam Limited (BSNL) has launched its mobile telephone services in Planning Area this year and had released 3692 connections in the name of Cell one and Excel so far. Two private companies namely M/s Bharti Telecom and M/s Reliance are also providing mobile telephone services in this area. The M/S Bharti Telecom is providing connections in the name of Air Tel.

12.6 Solid Waste.—The major portion of solid waste is generated by households, commercial establishments, hotels, vegetables and meat shops etc. There is no proper system for disposal of hazardous waste and is presently being dumped in open space by the Nagar Parishad, Mandi. The garbage thrown into drains by the people is resulting in frequent chocking of drains. The

main reasons for indiscriminate disposal of garbage are attributed due to lack of public awareness on one hand and lack of infrastructure on the other. The details of garbage generation as well as collection are shown in the following Table:-

Table 12.5
Garbage Disposal

| Sr.No | Description | Quantity in Metric Tonne |
|-------|--------------------|--------------------------|
| 1. | Garbage generation | 12-15 |
| 2. | Garbage collection | 10-12 |

Source: - Nagar Parishad, Mandi.

Different types of solid waste generated in the Mandi town and its source is given in the Table below:-

Table 12.6
Type of Garbage Generated

| Sr. No | Source | Type of Garbage |
|--------|-----------------------------------|----------------------|
| 1. | Kitchen waste | Mostly Biodegradable |
| 2. | Paper | Biodegradable |
| 3. | Glass | Non- Biodegradable |
| 4. | Textiles | Mostly Biodegradable |
| 5. | Plastic/ polythene Bags | Non- Biodegradable |
| 6. | Other material such as ashes sand | Non- Biodegradable |

Source: - Nagar Parishad, Mandi.

For the collection of solid waste, Nagar Parishad has placed 80 garbage bins at various identified points and has also made adequate arrangements for the carriage and routine disposal of garbage. One tipper, Two tractor trolleys, Three three-wheelers and Two dumper placers are used for this purpose. Total number of workers engaged for this work is 55. The Nagar Parishad has identified disposal site at Brindavani in Shilla-Kipper in Sector-VII at a distance of 8 Kilometre from Mandi town on National Highway No 21. The garbage is directly disposed on land without any sorting/treatment. However there is a proposal under active consideration of Nagar Parishad, Mandi for setting up of a solid waste treatment plant with cost of Rs. 302 Lacs.

CHAPTER-13

GOVERNMENT OFFICES

13.1 There are about 105 different offices in Mandi Planning Area. The 80% offices are located in central area with in Nagar Parishad limit and remaining 20% offices are situated in other parts of the Planning area. There are 72 State Government Offices, 21 Semi-Government Offices and 12 Central Government Offices. The 65% of the offices have their own buildings. A Sub-Divisional Town and Country Planning Office, Mandi was opened in the year 1974 and was functioning from the office of H.P. Public Works Department, Mandi. It was upgraded to the Divisional level in the year 1986. The Divisional Town Planning office has also its own building in Mohal Tarna in Sector-

III in Jail Road area. It is functioning from this building since 1986. Most of the Government buildings are three storeyed with coverage more than 75%. Except few departments, other do not have parking facilities.

13.2 There are about 5312 employees working under various offices. Mandi being headquarter of Central Zone, has an effective role in regional context. Some departments have provided residential accommodation to their employees, however, maximum of departments are yet to provide the same. The Zonal/District level meetings are held in the Conference Hall of Deputy Commissioner's Office.

13.3 Mandi being the seat of Central Zone has privilege of having offices of Chief Engineer, Himachal Pradesh Public Works Department, Chief Engineer, Himachal Pradesh Irrigation and Public Health Department, Chief Engineer, Himachal Pradesh State Electricity Board. The town being the District Headquarter has all the District level offices viz. Deputy Commissioner, Superintendent of Polices, Chief Conservator of Forest, District Industry Centre, District Treasury Office, District Education Office, Deputy Director of Fisheries, Deputy Director of Animal Husbandry, District Agriculture Office and Divisional Town and Country Planning Office etc.

13.4 Central Government Offices like Postal, Telecommunication, Excise and Taxation, National Sample Survey, Income Tax office, Intelligence Bureau etc. are functioning at Mandi.

The existing Government and Semi-Government Offices are shown in Map 13.1.

CHAPTER-14

TRAFFIC AND TRANSPORTATION

14.1 **Existing Traffic Scenario.**—The highways and link roads are the veins and arteries of any town. As proper blood circulation is necessary for survival of the human beings, similarly well planned circulation network is must for the health of a town. A town cannot sustain without proper access. The existing traffic scenario of the Mandi Planning Area is illustrated below:—

At present heavy vehicular traffic is plying through central hub of the town is causing traffic congestion. Due to increase in all type of vehicles, the town is witnessing unprecedented traffic problems like traffic jams particularly on road crossing etc. There is no earmarked parking in the town and on road parking is a common phenomenon. The drains along roadside are in deplorable condition especially during rainy season. The ribbon development along the roads has added fuel to the burning problems. The traffic management in the town without any By-Pass is a stupendous task. Perspective landuse, planning and traffic and transport planning are therefore, to go hand in hand. The existing circulation network is shown in Map 14.1.

Following roads are passing through Mandi Planning Area:—

- i) Chandigarh-Manali National Highway -21 connecting Chandigarh on one side and Manali on other side.
- ii) Pathankot-Mandi National Highway -20
- iii) Hoshiarpur-Dharmpur-Mandi Highway -70
- iv) Hoshiarpur- Mandi State Highway -32.

The roads emanating from Mandi Planning Area are as under:

- i) A single lane By-Pass connecting Talyar with National Highway -21 at Mangwain.
- ii) Mandi-Majhwar road via Mohal Nela.
- iii) Mandi-Skore road via Mohal Purani Mandi
- iv) Kataula road through Mohal Khaliar and Mohal Chippnu.
- v) Link road through connecting Bir-Tungal.

Besides above, a number of internal roads are existing in town. The length of these roads is 3.73 Kilometre.

14.2 Traffic Volume.—To access the volume of traffic and transportation, a survey was carried out by the H.P. Town and Country Planning Department. A different kind of incoming and outgoing traffic from 9.00 A.M. to 6.00 P.M. was surveyed on the following four points:—

- i) Bheuli Bridge
- ii) Mangwain Bridge.
- iii) Victoria Bridge.
- iv) Skodi Bridge.

The details of Passenger Car Unit (PCUs) observed during the traffic and transportation survey conducted at above referred four points by the H.P. Town and Country Planning Department are given in the following Tables:-

The incoming and outgoing truck in terms of Passenger Car Unit (PCUs) is 912.00 and 987.00 respectively at Bheuli Bridge. The total traffic volume at this location is more than the other three locations.

Table 14.1

Traffic Survey at Bheuli Bridge

| Sr.No. | Name Of Vehicles | Incoming PCU | Out going PCU. |
|--------|---------------------|----------------|----------------|
| 1. | Bus | 843.00 | 699.00 |
| 2. | Truck | 912.00 | 987.00 |
| 3. | Jeep/Car | 695.00 | 627.00 |
| 4. | Motorcycle/Scooter. | 350.00 | 336.50 |
| 5. | Cycle | 11.00 | 9.25 |
| 6. | Tempo | 309.00 | 267.00 |
| 7. | Three Wheeler | | 1.50 |
| | Total | 3120.00 | 2927.25 |

Source: - Survey by H.P. Town & Country Planning Department.

The incoming and outgoing number of trucks is maximum at Mangwain Bridge in comparison to other surveyed three locations.

Table 14.2
Traffic Survey at Mangwain Bridge

| Sr.No. | Name of Vehicles | Incoming PCU. | Outgoing PCU. |
|--------|-----------------------------|----------------|----------------|
| 1. | Buses | 834.00 | 861.00 |
| 2. | Trucks | 1104.00 | 1062.00 |
| 3. | Jeeps/Cars | 789.00 | 706.00 |
| 4. | Motorcycles/Scooters | 296.50 | 263.50 |
| 5. | Cycles | 6.50 | 8.50 |
| 6. | Tempoes/ Three- Wheelers | 22.25 | 26.75 |
| | Total | 3052.00 | 2927.25 |

Source: - Survey by H.P. Town & Country Planning Department.

The incoming and outgoing number of Jeeps/Cars is more in comparison to other vehicles at Victoria Bridge.

Table 14.3
Traffic Survey at Victoria Bridge

| Sr. No. | Name of Vehicles | Incoming PCU. | Outgoing PCU. |
|---------|----------------------------|----------------|----------------|
| 1. | Buses | 21.00 | 204.00 |
| 2. | Trucks | 357.00 | 327.00 |
| 3. | Jeeps/Cars | 640 | 574.00 |
| 4. | Motorcycles/Scooters | 448.50 | 382.50 |
| 5. | Cycles | 18.00 | 16.25 |
| 6. | Tempoes/ Three-Wheelers | 376.00 | 392.00 |
| | Total | 2055.50 | 1895.75 |

Source: - Survey by H.P. Town & Country Planning Department.

Survey at Skodi Bridge reveals that maximum incoming traffic of Motor Cycles whereas outgoing is of Tempoes/Three-Wheelers.

Table 14.4
Traffic Survey at Skodi Bridge

| Sr.No. | Name of Vehicles | Incoming PCU. | Out going PCU. |
|--------|-------------------------|----------------|----------------|
| 1. | Buses | 69.00 | 270.00 |
| 2. | Trucks | 123.00 | 210.00 |
| 3. | Jeeps/Cars | 625.00 | 667.00 |
| 4. | Motorcycles/Scooters | 690.00 | 678.50 |
| 5. | Cycles | 47.25 | 58.25 |
| 6. | Tempoes/ Three-Wheelers | 656.00 | 696.50 |
| | Total | 2210.75 | 2580.25 |

Source: - Survey by H.P. Town & Country Planning Department.

Out of above four locations, Bheuli Bridge and Mangwain Bridge falls on National Highway -21 and Victoria Bridge National Highway -20 and Skodi Bridge on State Highway-32. The

maximum traffic volume at Bheuli Bridge can be attributed due to tourist traffic flow towards Kullu-Manali and military Supply to border areas. From the study of road Geometrics and traffic volume, it is clear that roads and road functions are required to be improved. In order to have smooth flow of traffic, road encroachments and unauthorized parking on road sides are also required to be removed. The traffic and transportation network being an integrating force requires fore-most attention. Ironically, the numbers of vehicles are increasing, whereas the road width is descending.

14.3 Terminal Facilities

14.3.1 Bus Terminal.—The main Bus Stand is on the Chandigarh-Manali, National Highway -21 at Mohal Paddal in Sector-VI. It has an area of about 0.41 Hectare with halting Capacity of about 15 Buses. On an average 3, 00 trips i.e. arrival and departures takes place per day at this Bus Terminal and remains overcrowded. The condition of Bus Stand is poor and shabby. Therefore there is an urgent need to improve the condition of this Bus Terminal as well as to increase its capacity by making extensions.

14.3.2 Truck Terminal.—There is no organized Truck Stand in the Planning Area and about 100 trucks are generally parked in unorganized way along the Highways causing difficulties in the smooth movement of traffic. Also there is no proper place for loading and unloading of goods. It indicates that planned Truck Terminals with workshop and allied facilities are required to be provided in the Planning Area.

14.3.3 Parking Facilities .—Parking of vehicles particularly of private ones in a very serious problem in Mandi Planning Area. These vehicles can be seen parked any where on the sides of the roads, particularly in the central commercial area of the town and near the public places. Such unauthorized and haphazard parking reduces the effective width of roads there-by hindering the smooth flow of traffic.

There are few private/earmarked parking places as shown in the following Table which however do not fulfill the total parking requirements.

Table 14.5
Existing Parking Facilities

| Sr. No. | Name of Parking | Location | No of Vehicles | Area. (Square Metre) |
|---------|--|----------------------|-----------------|----------------------|
| 1 | Sen's Parking | Moti Bazar Samkheter | 10 Cars | 86 |
| 2. | Channi Parking | Seri | 22 Cars | 185 |
| 3. | Raj Mahal | Seri | 10 cars | 92 |
| 4. | Bhawani Parking | Seri | 120 Cars | 1260 |
| 5. | Main Post Office | Seri | 29 Car | 195 |
| 6. | Jai Jayanti first Parking | Seri | 45 Cars | 550 |
| 7. | Jai Jayanti second Parking | Seri | 35 Cars | 348 |
| 8. | Seri Parking opposite Azad Dry Cleaner | Seri | 35 Cars | 348 |
| 9. | A.R.C Parking | Suhra | 30 Cars | 420 |
| 10 | Near Punjab National Bank | Suhra | 30 Cars | 420 |
| 11 | Old Bus Stand | Seri | 20 Cars | 335 |
| | Total | | 388 Cars | 4239 |

Source: - Survey by H.P. Town & Country Planning Department.

All these parkings are paid parkings. Maximum of these parkings are not planned ones. All parkings are located in central area of the town only. There are no earmarked parkings in other parts of the town. Therefore planned parking lots at all the important locations in Mandi Planning Area are required to be earmarked for smooth flow of the traffic.

14.4 Major Concern.—The following problems concerning Circulation Network, Terminal facilities and Parking Facilities needs to be addressed properly in the Development Plan:-

1. The number of vehicles has increased manifold during the past ten years. Roads are full of obstacles as vehicles are parked here and there in haphazard manner. Repair activities of vehicles along the roadside and projection of commercial establishments etc. on the roads have added to traffic problems in the Planning Area.
2. Encroachments over streets have narrowed their widths and are not in a position to cater for services infrastructure requirements.
3. Due to non-availability of serviced land in the Planning Area, the constructions are coming up along the transportation lines. The builders have further deteriorated the condition of roads by stacking construction materials on the road.
4. The garbage collection dustbins provided by the Nagar Parishad are placed on roads in such a way that it reduces road width and also obstruct vision of the drivers plying vehicles on these roads.
5. According to the police record, 43 accidents took place in the year 2000, out of which 40, were fatal accidents. The main cause of the accidents was over speed. Whereas 22 accidents took place on National Highway-21 in between Rani Bai to Shilla Kippar areas. Other 12 accidents took place in central areas, Bari, Talyar and Majhwar roads. The over speed on congested roads needs to be checked and defaulters to be challaned/penalized accordingly.
- 6.

CHAPTER-15

EXISTING LANDUSE

The Existing landuse of Mandi Planning Area was prepared and adopted vide Notification No. HIM/TP-Act/3735-3805 dated 30.5.1984. The Development Plan of Mandi Planning Area was prepared and subsequently approved by the Government on 24.7.1995. This Development Plan was prepared upto the year 2001. Keeping in view the fast developments taking place on the out skirts and revision of the Development Plan, the limit of Mandi Planning Area was altered vide Notification No. TCP-F(S) 2/2002 Shimla, dated 5.7.2002 including four more revenue villages namely Bari, Chhipnu, Shila-Kipper and Chadiyara. Mandi Planning area now has 25 revenue villages including Nagar Parishad Mandi. The existing landuse of extended area was prepared and adopted vide Notice No. HIM/TP/PJT/P.A. Mandi/98-Volume-I/10601-750, Shimla, dated 21.2.2003. As the entire area is witnessing development, therefore, whole of the Planning Area has been considered as Urbanisable Area and is divided into eleven sectors.

The Land use wise description of various areas is as under:-

15.1 Residential Use:-The existing residential use comprises of 220.43 Hectare of land which works out to 9.60 % of the Planning Area. The residential areas are scattered throughout the Planning Area. In addition to thickly populated Nagar Parishad area, the localities of Bheuli, Sanyard, Nela, and Panjethi are also witnessing fast residential developments. In central area of the town, residential use intermixed with commercial use is a common phenomenon. Shops on the ground floor on roadside and remaining upper floors for residential use can be easily seen in the area. The residential areas have generally two or three storeyed houses.

15.2 Commercial Use:-The commercial area is mainly concentrated within Nagar Parishad. The Indira Market in Sunken garden is one of the main commercial complex of the town. Other commercial establishments have come up in ribbon pattern along roads and streets. The existing area under shops is 8.40 Hectare and under existing Warehouse at Mangwain in Sector-III is 0.40 Hectare. Like this total existing area under this use is $8.40+0.40=8.80$ Hectare which is 0.38% of the Planning Area.

15.3 Industrial Uses.—The existing area under industrial use is 10.17 Hectare which is 0.44% of the Planning Area. There are no large scale industries in the Planning Area. A few small cottage industries and flour mills are existing in the Industrial Area which are at a distance of 2 Kilometre from town at Nella in Sector-VII.

15.4 Tourism Use.—There are potentials for development of tourism activities like tracking and attracting religious tourists, paying obeisance in various historical temples in the Planning Area, however specifically there is nil area earmarked or existing under this use, which needs to be addressed properly in the Development Plan.

15.5 Facilities and Services Use.—The existing area under facilities like education, health, postal etc. is 14.85 Hectare, under utilities like water supply, sewerage, drainage, electricity, telecommunication establishments etc. is of 5.83 Hectare and under services like police, Banking, fire, Liquefied Petroleum Gas (LPG) godowns & cremation grounds etc. is 8.88 Hectare. Thus total area under this use works out to $14.85+5.83+8.88=29.56$ Hectare, which is 1.29% of the Planning Area.

15.6 Government and Semi-Government Offices Use.—Existing area under Government and Semi-Government Offices Use is 7.01 Hectare which is 0.31% of the Planning Area. This includes the building area as well as land occupied under circulation, approach roads to the offices and parking etc.

15.7 Parks and open Spaces Use.—Paddal ground in Sector-VI is main organised open space in the Planning Area being looked after by the H.P Youth Services and Sports Department. The ground act as a stadium/sports complex and open space for organising various State and Inter-State sports activities/events as well as for festivals and for recreation purposes in Mandi Planning Area. Besides this, there are two main parks one at Tarna Sector- II and other at Seri (Sunkan Garden) in Sector-I. In addition to these, there are also three other small children parks at Suhra, Khaliar and Seri in Sector- IX and I respectively. The existing area under this use is 5.55, Hectare which is 0.24% of the Planning Area.

15.8 Traffic and Transportation Use.—The area existing under circulation network is 50.86 Hectare which includes National Highway 20, 21 and 70 with 23.59 Hectare area, State Highway-32 with 5.90 Hectare area and other internal roads with 29.37 Hectare area. The existing area under Terminal Facilities i.e. Bus Terminal is 0.41 Hectare. Under Parking Facilities 0.42 Hectare area is existing this way total existing area under traffic and transportation use works out to $50.86+0.41+0.42=51.69$ Hectare which is 2.25% of the Planning Area.

15.9 Agriculture Use.—Under the existing agriculture use, there is 1142.79 Hectare which is 49.76 % of the Planning Area. Agriculture is not merely an occupation but an established tradition and accepted way of life. It is the mainstay of economy of local people, on which a vast majority of the population depends directly or indirectly on the various agriculture pursuits for maintaining their livelihood. However at the same time shelter i.e. housing is also one of the basic necessities of human beings after food and clothing, therefore to accommodate future population of the Planning Area, some of the land under Agriculture Use shall have to be used for other purposes.

15.10 Forest Land.—An area of 693.05 Hectare is existing under forest use, which is 30.18% of the Planning Area. Out of 693.05 Hectare forest land, 291.53 Hectare are the Demarcated Protected Forests (D.P.F.) and 401.52 Hectare is under Un-Demarcated Protected Forest (U.P.F.).

15.11 Water Bodies.—In Mandi Planning area river Beas, Khads, Nallahs and small tributaries occupy an area of 127.38 Hectare. The existing area under this use is 5.55% of the Planning Area.

CHAPTER-16

PROJECTIONS AND REQUIREMENTS

Existing Landuse structure of Mandi Planning Area is shown in the following table.

Projections and requirements for the Development Plan have been worked out in view of analysis of surveys, studies and public aspirations and as per the ministry of Urban Affair and Employment, Government of India, new Dehli's Urban Development Plan Formulation and Implementation (UDPFI) guidelines. Population of Mandi Planning Area is anticipated to increase to 55,000 persons by the year 2021. The land use wise projections and requirements are as under: -

16.1 Residential use.—In order to cater for the requirements of housing for the anticipated population of 55,000 persons in the Planning Area by the year 2021, 13,750 dwelling units shall be required, taking 4 persons per family norms. In view of present trend of 100 person per Hectare, 550-Hectare land for residential use is required to cater for the Planning Area population. As 220.43-Hectare land is existing, therefore, $550.00 - 220.43 = 329.57$ Hectare area is additionally required.

16.2 Commercial use.—There are 2450 shops in Planning Area. In view of increase in population as well as commercial activities, it is anticipated that 3928 shops shall be required by the year 2021. The land required for additional i.e. $3928 - 2450 = 1478$ shops, at the rate of 50 Square Meter per shop which includes circulation and parking area also works out to 7.39 Hectare. Beside this an area of 1.90 Hectare shall be required for providing three number Wholesale and Warehousing Complexes at Madhawan- Talyar in Sector - IV, at Chadyara - Manyana in Sector-V and at Khaliar - Bijni in Sector- X over a piece of land measuring 0.60 Hectare, 0.40 Hectare and

0.90 Hectare respectively. As 8.80 Hectare land is existing under commercial use, as such, 7.39 + 1.90 = 9.29 Hectare additional land is required for commercial use.

16.3 Industrial Use.—Industrial Area is already existing at Ratti at a distance of 21 Kilometre from Mandi which is however, out side the Planning Area. Therefore there is no scope of coming up of new industries in Mandi Planning Area. Most of the land under existing 10.17 Hectare industrial Landuse is lying vacant, as such, no additional land is required for this use.

16.4 Tourism Use.—Presently, there is no land specifically earmarked or existing under tourism use. However, in order to promote the tourism activities, it is proposed to establish a Botanical and Zoological Park at Kangni in Paddal- Kangni-Chadyana Sector- VI over an area of 25.00 Hectare, an Amusement Park at Chippanu in Purani Mandi- Chippanu Sector-IX over an area of 3.00 Hectare, and Picnic Spots at Tarana in Tarana- Panjethi sector-II over an area of 2.25 Hectare and at Manyana in Chadyara-Manyana Sector-V over an area of 0.40 Hectare. As such total additional land required under this use works out to 25.00+3.00+2.25+0.40=30.65 Hectare.

16.5 Facilities and Services Use.—An area of 29.56 Hectare is existing under facilities, utilities and services. It is anticipated that an area of 19.58 Hectare shall be required for providing various facilities, utilities and services by the year 2021. The existing jail from Tarna-Panjethi Sector-II is required to be shifted to Bheuli- Aarda Sector-IX having 0.91 Hectare area. The various requirements covering 19.58 Hectare land have been worked out in the following table.

Table 16.1
Requirements of Area for Facilities and Services

| Sr. NO. | Description | Standard of Level/ Population/Unit | Existing Facility | Future requirement | Unit (in Hectare) | Total Area (in Hectare) |
|---------|-------------------------------|---------------------------------------|-------------------|--------------------|-------------------|-------------------------|
| 1. | Degree College | Regional Level | 1 | - | 4.00 | - |
| 2. | Bachelor Of Education (B.Ed) | Regional Level | - | - | 1.00 | 1.00 |
| 3. | Industrial Training Institute | Regional Level | 1 | - | 1.00 | - |
| 4. | Senior Secondary School | 10,000-15,000 | 10 | 1 | 1.50 | 1.50 |
| 5. | High Schools | 5,000-6,000 | 2 | 1 | 1.00 | 1.00 |
| 6. | Middle Schools | 2,500-5,000 | 3 | 2 | 0.80 | 1.60 |
| 7. | Primary School | 2,000-2,500 | 17 | - | 0.40 | - |

| | | | | | |
|-----------------------------------|--------------------|------------------------------|---|------|------|
| Nursery School | Two In each sector | - | 4 | 0.10 | 0.40 |
| Allopathic Hospital | Regional level | - | - | 4.00 | - |
| Ayurvedic Hospital | Regional level | (1 in Private Building) | - | 0.50 | 0.50 |
| Central Ayurvedic Research Centre | Regional Level | 1 | - | 0.50 | - |
| Primary Health Center | Sector Level | 2 | 3 | 0.40 | 1.20 |
| Veterinary Hospital | Regional Level | 1 | - | 1 | - |
| Veterinary Dispensary | Town Level | - | 2 | 0.40 | 0.80 |
| Leprosy Hospital | Regional Level | 1 | - | 0.40 | - |
| Nursing Hostel | Regional Level | - | 1 | 0.60 | 0.60 |
| Community Hall | Sector Level | 3 | 4 | 0.10 | 0.40 |
| Old Age Home | Regional Level | - | 1 | .60 | 0.60 |
| Stadium | Town Level | 1 | - | 1.50 | - |
| Swimming Pool | Town Level | 1 | - | 0.40 | - |
| Post Office | Town Level | 1 | - | 0.10 | - |
| Sub-Post-Office | Sector Level | 8 | - | 0.01 | - |
| Telephone Exchange | Town Level | 2 (1 in private building) | 1 | 0.10 | 0.10 |
| Electric Sub Station | One for Two Sector | 2 | - | 0.10 | - |

| | | | | | | |
|----|--|--------------------|---|---|------|-------|
| 25 | Police Station | Town Level | 1 | - | 0.40 | - |
| 26 | Jail | Town Level | 1 | - | 1.00 | - |
| 27 | Police Post | Sector Level | 1 | - | 0.20 | - |
| 28 | Fire Station | Town Level | 1 | - | 0.40 | - |
| 29 | Petrol/Diesel Filling Station | One For Two Sector | 2 | - | 0.40 | - |
| 30 | Cremation Ground | One For two Sector | 2 | 3 | 0.10 | 0.30 |
| 31 | Cemetery | Town Level | - | 1 | 0.20 | 0.20 |
| 32 | Sewerage treatment Plant | Town Level | 2 | 1 | 0.80 | 0.80 |
| | Total | - | - | - | - | 11.00 |
| 33 | Additional Area required for the existing facilities | | | | | |
| | • Degree College | - | - | - | - | 0.13 |
| | • Senior Secondary School | - | - | - | - | 1.68 |
| | • High School | - | - | - | - | 0.69 |
| | • Middle School | - | - | - | - | 0.77 |
| | • Primary School | - | - | - | - | 0.78 |
| | • Veterinary Hospital | - | - | - | - | 0.55 |
| | • Leprosy Hospital | - | - | - | - | 2.00 |
| | • Jail | - | - | - | - | 0.29 |
| | • Utilities and Services | - | - | - | - | 1.69 |
| | Total | | | | | 8.58 |
| | Total | - | - | - | - | 19.58 |

Source: - Survey by H.P. Town & Country Planning Department.

16.6 Government and Semi-Government Offices Use.—An area of 7.01 Hectare is existing under Government and Semi-Government offices use. It is anticipated that by the year 2021, there will be increase in the number of Government-Semi-Government offices and Institutions. After having vital dialogue with the Head of offices located in the Planning Area, it is anticipated that

10.23 Hectare additional land shall be required under this use, which has been proposed in Sector-II-Tarna-Panjethi, Sector-III-Mangwain- Sanyard, Sector-IV- Madhwan-Talyar, Sector-IX- Purani Mandi, Sector-X- Khaliar- Bijni and Sector-XI- Sain-Bari over an area of 3.82 Hectare, 1.46 Hectare, 2.58 Hectare, 0.73 Hectare, 1.82 Hectare and 0.73 Hectare respectively. 0.91 Hectare area of existing Police Line from Sector- VI - Paddal – Kangani – Chadyana is proposed to be shifted to Sector-II-Tarna- Panjethi for the expansion of existing Bus Stand. 0.62 Hectare area of the existing jail will be transferred for Police Line as the jail is proposed to be shifted to Sector-VIII-Aarda-Bheuli outside Nagar Parishad.

16.7 Parks and Open Space Use.—A ground popularly known as “Paddal Ground” exists in the town. The International level Shivratri Fair is organized on this ground. It also acts as a sports ground for Cricket, Football, Hockey, etc. There are two more parks one at Tarna in Sector- III and in the heart of town known as Sunken Garden in Sector-I. In addition to these there are three more small parks at Suhra in Sector-I, Khaliar in Sector-X and at Seri in Sector-I. However, keeping in view the population of Planning Area as well as, still more organized Park and Open Spaces are required, which should be developed outside Nagar Parishad area. In addition to above there are steep slopes /vertical cliffs in the Planning Area, the area of which has been calculated separately and has been taken as Open Spaces under this use, which works out to be 15.78 Hectare. Beside this, “River Front Area” has been demarcated to comply with the essence of the ban order of the Hon’ble High Court and subsequent report of the “Expert Group” adopted by the said Hon’ble Court. This comprises of a belt of 25.00 meter width on both banks of river Beas, the area of which works out to 38.03 Hectare. Thus steep slopes as well as river front area i.e. $15.78+38.03 = 53.81$ Hectare will act as parks and open spaces under this use. Presently, 5.55 Hectare land is existing under parks and open spaces use. It is anticipated that 6.93 Hectare additional land shall be required for providing parks and open spaces by 2021 in Planning Area, detailing of which will be worked out during preparation of Sectoral Plans and 53.81 Hectare land for steep slopes and river front area is required . As such total $6.93 + 53.81 = 60.74$ Hectare additional land is proposed/ kept under this use.

16.8 Traffic & Transportation Use.—An area of 51.69 Hectare is under the existing traffic and transportation use where as an area of 52.51 is additionally required for the future requirement by the year 2021, detail of which are worked out as under:-

16.8.1 Circulation Network .—An additional area of 33.20 Hectare for circulation network has been proposed for laying 20.69 Kilometre long roads with varying widths of 9.00 Metre, 12.00 Metre, 18.00 Metre and 24.00 Metre in all the Sectors except Sector-I and Sector-VI of the Planning Area as shown in Table 16.2 below:-

16.8.2 Terminal Facilities.—It is proposed that existing Bus Stand be extended in Mohal Paddal in Sector- VI for which 0.20 Hectare Government land and 0.91 Hectare area of police line has been earmarked by shifting the existing police line to Sector – II Tarna – Panjethi. Truck terminals have been proposed on Government land at four locations on converging regional roads on the outskirts of the town.Total land earmarked for terminal facilities purpose measures 10.05 hectare, details of which are as follow.

| | |
|------------------------|-------------------|
| Talyar in Sector | -IV- 1.97 hectare |
| Chadyara in Sector | -V- 1.97 hectare |
| Shilla-kipperin Sector | -VII-2.00 hectare |

Khaliyar in Sector X- 3.00 hectare
Paddal in Sector VI- 1.11 hectare

16.8.3 Parking Facilities.—An area of 9.26 Hectare has been proposed for providing Parking Facilities for light motor vehicles in different sectors of the Planning Area.

The sector wise details of proposed Parking Facilities in Mandi Planning Area are shown in the following Table:—

Table 16.3
Sector Wise Details of Proposed Parking Facilities

| Sr.No. | Sector No. | Location | Area (Hect.) | Title of Land (Hect.) | |
|--------|------------|--|--------------|-----------------------|--------------|
| | | | | Govt. Land | Private Land |
| 1. | I | Near Paddal Bridge along Suketi Khud in Mohal Seri on R.C.C. slab after demolition of existing Khokas which shall be rehabilitated in the Ground floor of this proposed parking. | 0.48 | 0.48 | - |
| 2. | II | Opposite Arunodya School on Skodi Khud side in Mohal Tarna | 0.10 | - | 0.10 |
| 3. | III | (i) Near Tarna Temple in Mohal Mangwain (ii) Near Petrol Pump along Suketi Khud | 0.87 0.42 | 0.87 0.42 | - - |
| 4. | IV | Along Bye Pass road in Mohal Talyar. | 0.38 | 0.23 | 0.15 |
| 5. | V | Along National Highway No.21 on Suketi Khud side in Mohal Chadyara | 1.41 | 1.41 | - |
| 6. | VI | Paddal-Kangni-Chadyara | - | - | - |
| 7. | VII | Along National Highway No. 21 in Mohal Shila Kippar. | 3.66 | 3.66 | - |
| 8. | VIII | Aarda-Bheuli | - | - | - |
| 9. | IX | Purani Mandi-Chipparu | - | - | - |
| 10. | X | Near D A V School on both sides of the National Highway No.20 in Mohal Bijni and Mohal Khallar | 0.96 | 0.96 | - |
| 11. | XI | (i) Near Leprosy Hospital (ii) At the edge of Planning Area boundary at Mohal Bari. | 0.30 0.68 | 0.30 0.32 | - 0.36 |
| - | - | Total | 9.26 | 8.65 | 0.61 |

16.9 Agriculture Use:—Total Area existing under this use is 1142.79 Hectare. An area of 512.57 Hectare as shown in the table 16.4 is additional Area requirement under different land uses. Out of Agriculture use 487.57 Hectare area is proposed to be taken to meet with the additional requirement. Rest of the Area i.e. $1142.79 - 487.57 = 655.22$ Hectare shall remain as such under this use.

16.10 Forest Use:—The existing area under forest use is 693.05 Hectare which comprises of 291.53 Hectare area under Demarcated Protected Forest (D.P.F) and 401.52 Hectare area under Un-Demarcated Protected Forest (U.P.F). The area under forest use has been kept intact in view of its ecological importance and essence of forest conservation Act, 1980, except a piece of 25 hectare, which is proposed to be developed as a Botanical and Zoological garden through the forest wild life authorities itself.

16.11 Water Bodies Use:—The existing land under the water bodies is 127.38 Hectare, which will not be disturbed and shall remain as such, under this use. The additional Area requirements of 512.57 Hectare has been allocated in all the sectors as under:

CHAPTER-17

DEVELOPMENT PROPOSALS

17.1 Development Pattern.—During the last decade, urbanization forces have led to unprecedented haphazard and unauthorised constructions in the district. The peripheral areas of central Mandi and road side lands are fast turning into concrete jungles. In future growth is likely to take place in linear fashion along National Highway - 20, National Highway -21, National Highway - 70, State Highway - 32 and other inter district roads. In order to check this haphazard development on one hand and to insure planned and regulated growth on the other, proposals for various land uses have been worked out in this Development plan. The development plan envisages to extend the Nagar Parishad limit and bring the entire Planning Area within the ambit of Urban Local Body.

17.2 Proposed Land Use.—The entire Planning Area of 2296.43 Hectare has been considered as Urbanisable Area for the propose of Development Plan for the year 2021 the existing area under Agriculture, Forest and Water Bodies use is 1142.79 Hectare, 693.05 Hectare and 127.38 Hectare respectively, whereas existing area under various other land uses is 333.21 Hectare. The area proposed under various land uses for the year 2021 is 845.78 Hectare like this $845.78 - 333.21 = 512.57$ Hectare, additional area is required. To meet these future additional requirements of measuring 512.57 Hectare, 487.57 Hectare area is proposed to be taken from agriculture use and 25.00 Hectare area from forest use. After working total requirement of the area under different uses, the development proposals have been drafted with due consideration to various limitations like scarcity of land, acquisition related problems of private land for public use. The development proposals envisage allocation of land for different uses to meet requirements of the Planning area for the next 18 years that is up to the year 2021 and also contemplate, sector wise break of proposed land use structure. Various land uses have been proposed by taking in to consideration the factors, such as availability of developable land in each sector, conformity of land use to its surrounding area, threshold population for facilities, spatial locational attributes of facilities and services, site characteristics, convenient distances of work areas from residential areas and land values etc.

The land use wise details proposed for the year 2021 are as under:

17.2.1 Residential Use.—(i) At present 220.43 Hectare land is existing under residential use and keeping in view the residential density of 100 persons per Hectare up to year 2021, an additional land of 329.57 Hectare is required. The residential land requirement has been worked out for the total population of 55,000 persons. Presently Nagar Parishad, Mandi has population of 26,858 persons, it is anticipated that it will increase to 43,644 persons by the year 2021 as there is least possibility of the serviced land for the anticipated population of Planning Area with a Nagar Parishad Area, it is therefore, purposed to accommodate only 30,000 persons with in Nagar Parishad limits and rest of the population i.e. $55000 - 30000 = 25000$ persons in remaining un-built parts of the Planning Area in a scattered pattern as per availability of land and wishes of land owners subject to proper access/approach roads, other civic amenities and fulfillment of planning norms. Central area of Nagar Parishad, Mandi is congested and people have already started migration to the outer areas. The

additional requirement of 329.57 Hectare shall be met out of the agriculture land, which have reasonable potential for residential development.

(ii) As the residential development is to come primarily on the private lands¹ and acquisition being not liked by the land owners, the onus of development of residential areas will rest upon them and the entire mechanism of subdivision of land, provision of basic services infrastructure including water supply, drainage, sewerage, electric supply, requisite facilities and services shall also be the responsibility of the owners. Strict enforcement of Sub-Division Regulations on one hand and Land Pooling and Re-constitution schemes on the other, by collaborated efforts, will be essential, in order to ensure proper network of roads, requisite service infrastructure etc. for healthy living of the community, likely to reside in the area.

(iii) The residential area are proposed to be developed through Land pooling and Re-constitution mechanism and in that case the Local Body /Panchayats will be responsible for ensuring the implementation of basic service infrastructure at local level by raising the resources through process of undertaking remunerative schemes in the area on land to be got surrendered in its name during Land Pooling and Re - constitution mechanism. Bigger chunks of vacant land are to be developed by the Development Authority, which has to play an effective role.

The area existing under residential use is 220.43 Hectare and additional requirement as mentioned above is 329.57 Hectare. Thus total proposed land use under residential use by the year 2021 works out to $220.43+329.57=550.00$ Hectare, which is 23.95% of the Planning Area.

17.2.2 Commercial Use.—An area of 8.80 Hectare is existing under commercial use, which caters the needs of existing population of 34,372 persons of the Planning Area. In order to meet with the shopping requirements of the additional population of $55000-34372=20628$ persons by the year 2021, additional area of 9.29 Hectare will be required. Thus total proposed land use under commercial use works out to $8.80+9.29=18.09$ hectare which is 0.79 % of the total planning area.

(i) It is proposed to develop one sectoral level shopping center in each sector of the Planning Area. Though proposed commercial locations at sectoral level have not been pin pointed at this stage, however, details there of, will be worked out at the time of preparation of Sectoral Plans. These shopping centers will help in easing out the pressure on the main market.

(ii) One Ware House is existing occupying an area of 0.40 Hectare in Mangwain - Sanyard Sector-III. Beside this, provision of three more wholesale and Ware Housing Complexes have been proposed over an area of 1.90 Hectare. These complexes have been proposed at Madhwan-Talyar in Sector-IV over 0.60 Hectare, at Chadyara- Manyana in Sector – V over 0.40 Hectare and at Khaliar Bijnai in Sector-X over 0.90 Hectare land respectively.

17.2.3 Industrial Use.—Presently 10.17 Hectare of land is existing under industrial use. This includes an Industrial Area at Nella-Shilla Kippar in Sector-VII.

(i) There is least scope for coming up of more industries in Mandi Planning Area as some industrial land is still lying vacant. Therefore no additional land has been proposed for this use.

(ii) It has been observed that lot of disturbance is being caused to the people residing in the residential areas adjoining to industrial area. As such it is proposed to have a buffer in between

Industrial use and Residential use at Nela. Therefore a buffer strip of land measuring 125.00 Metre in length and 20.00 Metre in width i.e. $125.00 \times 20.00 = 2500 \text{ M}^2$ or 0.25 Hectare in area is proposed park & open space use at Nella-Shilla Kippar in Sector-VII. This area, though will remain under industrial Use, however, no development shall be permitted on this land, as slope condition is adverse for any sort of development.

Thus proposed land use under industrial use works out to 10.17+ Nil=10.17 Hectare which is 0.44% of the total Planning Area.

17.2.4 Tourism Use.—Presently, no land is existing/specifically under tourism use. Thousands of pilgrims pay their obeisance in various temples of the Planning Area and famous lakes namely Rewalsar, Prashar and Kamru Nag in the hinterland of the town. The town acts as base station for the tourist traffic which prefer to stay at Mandi. If additional facilities are provided in these religious centers, more tourists can be attracted. Beside, religious tourists there are ample opportunities for tracking and mountaineering to near by Mountain Top called "Rehra Dhar," as well for paragliding.

(i) Botanical and Zoological park proposed at Kangni in Sector- VI – Paddal- Kangani –Chadyana over 25.00 Hectare land will attract tourists from all walks of life to the Planning Area.

(ii) An Amusement park has been proposed at Chippanu in Purani Mandi-Chippanu-Sector-IX over 3.00 Hectare land to attract Children.

(iii) A picnic spot at Tarna in Tarna-Panjethi-Sector-II has been proposed over 2.25 Hectare land which will not only give a panoramic view of the Planning Area but will also be a site for recreation to religious tourists visiting temple at Tarna hill top.

(iv) Besides above, one more picnic spot at Manyana in Chadyara - Manyana- Sector-V over an area of 0.40 Hectare has been proposed for tourists.

(v) Mandi at present is not acting as a base station for tourists visiting Kullu Valley. Therefore tourists can be attracted through above tourist attractions for stay at Mandi.

As specifically nil area is existing under this use, therefore, an area of 30.65 Hectare has been proposed for the same, thus total proposed land use under Tourism Use by the year 2021 works out to Nil+30.65=30.65 Hectare which is 1.33% of the total Planning Area.

17.2.5 Facilities and Services Use.—An area of 29.56 Hectare is existing under facilities like education, health, postal etc. services like police, banking, fire Liquefied Petroleum Gas (LPG) and Cremation grounds etc. Utilities like water supply, drainage, sewerage, electricity, telecommunication, garbage disposal etc. And to provide these facilities, utilities and services in a better way additional requirement of 19.58 Hectare is anticipated by the year 2021 as given in Table 16.1.

17.2.5.1 Water Supply.—To ensure continuous water supply to the anticipated population of 55,000 persons likely to reside in the Planning Area by the 2021 as well as to the commercial, industrial and public infrastructure, including fire fighting needs water supply schemes are required to be augmented by the H.P. Irrigation and Public Health Department.

17.2.5.2 Sewerage.—Presently, two sewerage treatment plants at Raghunath -Ka – Paddar in Sector – XI and in Sector- X Khaliyar are existing. Two more sites have been identified at Bheuli

in Sector-VIII and Shilla Kipper in Sector-VII. The length of existing sewer lines is 51,552 meter with 2,917 Manholes. The diameters of sewer pipe line vary from 150 mm to 600 mm. This system was designed for a population of 41,600 persons. However, to cater for the future requirement, a sewerage scheme worth Rs. 1079.32 Lacs for laying of 150 mm to 600 mm diameter sewer pipe lines is under active consideration of H.P. Irrigation & Public Health Department.

17.2.5.3 Solid Waste.—A Site for disposal of garbage has been identified near Shilla Kipper which is, however, outside the Planning Area. For setting up of a solid waste management unit, the matter is under active consideration of the Nagar Parishad Mandi. The estimated cost of this unit is Rs.3.02 Lacs.

The area existing under facilities, utilities and services use is 29.56 Hectare and additional requirement as mentioned above is 19.58 Hectare, thus total proposed land under Facilities and Services Use for the year 2021 works out to $29.56+19.58=49.14$ Hectare, which is 2.13 % of the total Planning Area.

17.2.6 Government and Semi-Government Offices Use.—An area of 7.01 Hectare is existing under Government and Semi-Government Offices use. An area 10.23 Hectare is required to cater for the future demand of Government and Semi-Government offices. Sufficient area has been allocated for this use in all the Sectors of the Planning Area.

Thus total proposed land use under Government and Semi-Government Offices Use Works out to $7.01+10.23=17.24$ Hectare which is 0.75% of the total Planning Area.

17.2.7 Parks and Open Spaces Use.—The parks and open spaces act as lungs to the human habitats. These are required to be provided at each sectoral level. Presently, the area existing/occupied by the parks and open spaces is 5.55 Hectare that too restricted to Nagar Parishad area only. Keeping in view the future requirements, an area of 60.74 Hectare has been earmarked for this use in the Development Plan, which includes 15.78 Hectare land under steep slopes, 38.66 Hectare land under Beas River front area and 6.93 Hectare for parks and open spaces. Thus total under Parks and Open Spaces Use works out to $5.55+60.74=66.29$ Hectare, which is 2.91% of the total Planning Area.

17.2.8 Traffic and Transportation Use.—Presently, 51.69 Hectare area is existing under this use. To cater for the future requirements by the year 2021, an additional area of 52.51 Hectare will be required.

Thus total land under Traffic and Transportation Use works out to $51.69+52.51=104.20$ Hectare. The distribution of 104.20 Hectare of land in Circulation Network, Terminal Facilities and Parking Facilities have been made as under:—

Table 17.1

Area Distribution under Traffic and Transportation Use in Hectare

| Sr. No. | Description | Existing Area | Additional Area required | Total |
|---------|---------------------|---------------|--------------------------|---------------|
| 1. | Circulation Network | 50.56 | 33.20 | 84.06 |
| 2. | Terminal Facilities | 0.41 | 10.05 | 10.46 |
| 3. | Parking Facilities | 0.42 | 9.26 | 9.68 |
| | Total | 51.69 | 52.51 | 104.20 |

17.2.8.1 Circulation Network.—In order to overcome the traffic pressure in Mandi Planning Area, three Bye passes have been proposed as under :-

a. First Bye Pass of 24.00 Metre width has been proposed from Shilla Kippar in Sector-VII to Bijni in sector-X passing through Aarda, Bheuli and Chhipnu. Total length of this Bye Pass is 10.64 Kilometre, however, 9.37 Kilometre length falls in the Planning Area, out of which 3.23 Kilometre already exists which needs widening only.

b. Second Bye Pass of 18.00 Metre width has been proposed from Bijni in Sector-X to Talyar in Sector-IV passing through Bari and Panjethi. Total length of this Bye Pass is 7.27 Kilometre however, 3.14 kilometre length falls in the Planning Area.

c. Third Bye Pass of 18.00 Metre width has been proposed from Chadyara in Sector-V to Talyar in Sector-IV passing through Sanyard and Madhawan. The entire length of 4.45 Kilometre passes through the Planning Area, out of which 3.47 Kilometre already exists which needs widening only.

d. To reduce the pressure on existing road leading towards Bus Stand at Paddal, a tunnel approximately 1 Km. long for Bye Passing tourist traffic and heavy Vehicles is required to be laid under Kangni Dhar in Sector-VI. The tunnel is proposed to start from National Highway-21 near new Suketi Bridge to National Highway-21 near Bheuli Bridge.

e. A small bridge for pedestrian crossing and light Vehicle has been proposed adjoining to Jalpa Temple at Paddal in Sector-VI to Purani Mandi in Sector-IX.

(ii) Apart from the above proposals the Development Plan contemplates construction of new intra Planning Area link roads within the Planning Area. The length of these link roads is 3.73 Kilometre as shown in Table 16.2.

17.2.8.2 Terminal Facilities.—As per survey conducted by Himachal Pradesh Town and Country Planning Department, the average incoming traffic volume is 2582.81 PCUs, which clearly shows the high intensity of traffic in the Planning Area. It is likely to increase by the year 2021.

(i) **Bus Terminal.**—There is only one Bus Terminal at Mahal Paddal in Sector-VI, which has an area of 0.41 Hectare. There is no other suitable place along other Highways where this can be shifted. Therefore it is proposed to re-develop present Bus Stand as a multi level terminus to accommodate more buses as well as amenities for passengers. An area of $0.20+0.91=1.11$ Hectare has been proposed to be allocated to have essential facilities like passenger platforms to board and alight, waiting lounges, rest house, rooms, baggage storage facilities (Strong Room), shops, petrol pumps, booking office, parking provisions for cycles, scooters, cars and toilets/urinals, telephone booths, drinking water, shelter from weather and eating places etc.

(ii) **Truck Terminal.**—The Development Plan envisages having four Truck Terminals along Highways on entry points of the Planning Area with all the allied facilities as proposed for Bus Terminal. The Truck Terminals have been proposed at Talyar in Sector-IV, at Chadyara in Sector-V, at Shilla Kippar in Sector-VII and at Khaliar in Sector-X over an area of 1.97 Hectare, 1.97 Hectare and 3.00 Hectare respectively. The area existing under terminal facilities is 0.41 Hectare and additional requirement as mentioned above is $0.91+ 0.20 + 1.97 +1.97 +2.00 + 3.00 = 10.05$ Hectare, thus total land under Terminal Facilities works out to $0.41 + 10.05 =10.46$ Hectare. The terminal facilities are shown in Map -17.1.

17.2.8.3 Parking Facilities.—In order to solve the traffic problems, parking facilities are required to be provided on priority basis. It is proposed that parking should be mandatory for all

houses, hotels, commercial complexes, industrial units, Government and Semi- Government Offices etc. to be developed henceforth with in Planning Area. The two wheelers and three wheelers traffic is creating nuisance by increasing air and noise pollution day by day. It is, therefore, necessary to regulate their numbers as well as operation in the Planning Area.

An area of 0.42 Hectare is existing under private parking as shown in Table 14.5.

(i) An area of 9.26 Hectare is proposed to provide parking for light vehicles at different locations as shown in Table 16.3.

The area existing under parking facilities at present is 0.42 Hectare and additional requirement as mentioned above is 9.26 Hectare, thus total land under Parking Facilities works out to $0.42 + 9.26 = 9.68$ Hectare. The parking facilities are shown in Map 17.1.

In view of above, total proposed land by the year 2021 under Traffic and Transportation use works out to 84.06 Hectare (Circulation Network) + 10.46 Hectare (Terminal Facilities) + 9.68 Hectare (Parking Facilities) = 104.20 Hectare which is 4.53 % of the total Planning Area. This figure however, does not include area of circulation net work of lower orders, which will be detailed out during the course of preparation of sectoral plans.

Agriculture Use.—An area of 1142.79 Hectare is existing under this use. It is proposed to allocate 487.57 Hectare of land from this use to other uses, in order to cater for the future requirements by the year 2021. Thus remaining $1142.79 - 487.57 = 655.22$ Hectare land is proposed to be retained under Agriculture Use, which is 28.53 % of the total Planning Area.

17.2.10 Forest Use.—An area of 693.05 Hectare is existing under this use. It is proposed to allocate 25.00 Hectare of land from this use to Tourism Use for providing a Botanical and Zoological Park at Kangani in Sector-VI to meet with the future requirements by the year 2021. Thus balance $693.05 - 25.00 = 668.05$ Hectare is proposed to be retained under Forest Use, which is 29.09 % of the Total Planning Area. This area needs to be preserved.

17.2.11 Water Bodies Use.—The land existing under water bodies is 127.38 Hectare, which is 5.55% of the total Planning Area. This area needs to be conserved and reclaimed in future.

Proposed land use of Mandi planning area is shown in the following table and the sector in Mandi Planning Area is shown in Map 17.2.

CHAPTER-18

PLAN IMPLEMENTATION

The Development Plan contains provision for a projected population of 55,000 persons, which is anticipated to occupy the Mandi Planning Area by the end of year 2021, through a period of 18 years. The total area covered within the Mandi Planning Area is 2296.43 Hectare. 668.05 Hectare land under Forest Use and 127.38 Hectare land under Water Bodies Use is proposed to be retained a such. An acute shortage of funds for acquisition of land for public purposes and to ensure a sustainable integrated development pattern is a great challenge to the administration. It has, therefore, been proposed to adopt a people's participatory approach for an optimum accomplishment. It will

only be possible with the joint efforts of the Development Authority, Nagar Parishad and Gram Panchayats, included in the Planning Area and the H.P. Town and Country Planning Department, which is a nodal agency for planning in the State.

Out of 2296.43 Hectare of land in the Planning Area, additional land required for various uses up to the year 2021 works out to 512.57 Hectare. The phasing has been contemplated by integrating it, as a part of Five-Year Plans. There are different Government/Semi-Government Departments and public sector organizations, which are nodal authorities, responsible to provide funds for development in their respective fields, through general budgetary provisions of the State Government. It is, therefore, proposed to evolve a combined approach through this Development Plan to regulate different schemes of developments in an integrated manner through all these Departments and Organizations.

18.1 Phasing.—This Development Plan is a regulatory instrument to guide the developments of the area in different manners for a period of 18 years. Since, it is not feasible to foresee the clear entire scenario with reference to the financial aspects which are likely to emerge over such a long period, therefore, the Development Plan is considered to be a long-term policy document, which is to serve as a guide for developments and must be reviewed after every five years, to incorporate all the changes/proposals required as per prevailing situations on priorities. Implementation of Development Plan has been divided into four phases of five years period each. The first phase is very important, as to give lead and acceleration to the development pattern, which is to be followed in subsequent phases.

18.1.1 First Phase 2003-2006 (Four Years).—In the first phase of implementation of Development Plan, following proposals are proposed to be implemented:-

1. Preparation of Land Pooling and Reconstitution Scheme, over 5.00 Hectare land, in Sector-III, Mangwain-Sanyard and 5.00 Hectare land in Sector-XI, Sain-Bari.
2. Acquisition, Development and construction of three number Whole Sale and Ware Housing Complexes over 1.90 Hectare land. These have been proposed in Sector-IV Madhwan-Talyar over 0.60 Hectare land in sector-V. Chadyara-Mahyana over 0.40 Hectare land and in Sector-X Khaliar-Bijni over 0.90 Hectare land.
3. Development of tourism activities over 25.00 Hectare land in Sector-VI-Paddal-Kangni-Chadyana for Botanical and Zoological Park, 3.00 Hectare land in Sector-IX Purani Mandi-Chippanu for Amusement Park, 2.25 Hectare land in Sector-II, Tarna-Panjethi for Picnic Spot and 0.40 Hectare land in Sector-V Manyana-Chadyara for Picnic Spot.
4. To arrange 20.37 Hectare land for roads by acquisition and construction of 20.69 Kilometers roads in all the Sectors except Sector No.-I and Sector-VI as per Table No. 16.2.
5. Development of 0.20 Hectare land in Mohal, Paddal in Sector-VI-Paddal_Khagni-Chadyana for extensions of existing Bus Stand.
6. Development of 8.94 Hectare land for four Truck Terminals These are proposed at Talyar in Sector-IV over 1.97 Hectare land, at Chadyara in Sector-V over 1.97 Hectare land, at Shilla Kippar in Sector-VII over 2.00 Hectare land and at Khaliar in Sector-X over 3.00 Hectare land.

7. Acquisition of 0.61 Hectare land and development of 9.26 Hectare land for Parking Facilities in various Sectors as per Table 16.3.

18.1.2 Subsequent Phase.—After review of implementation of previous phase the process shall continue as per new requirements and priorities.

18.2 Costing.—The Development Plan envisages that residential development is to be ensured by sub-division of land, by the land owners, Nagar Parishad and Panchayats through mechanism of “Land Pooling and Reconstitution”. The internal roads are to be developed by Nagar Parishad/Panchayat by raising funds from the beneficiaries. Major roads are to be implemented by the **Development Authority** by raising development charges through implementation and realization on remunerative uses in the land use zones. However the cost of arterial roads including Bye Passes, bulk water supply, drainage, sewerage, solid waste and electric supply is to be borne by the respective Departments by obtaining funds through plan allocation from the State Government and the same is to be realized subsequently from the beneficiaries.

18.3 Major Community Proposals Costing (Under First Phase) .—The cost of different major community proposals, proposed to be taken under the First Phase with costing has been worked out as under: -

18.4 Financing:

18.4.1.— (i) The cost of residential developments including local/convenient shopping, road network, parking, water supply, drainage, sewerage, electrification, parks, open spaces etc. is to be borne by the land owners either themselves in respect of their land holdings or by way of Land Pooling and Reconstitution mechanism, in respect of small irregular holdings of different owners. The benefits likely to occur by way of sale of plots by virtue of enhancement of land values, due to planned efforts, would be more than sufficient, to meet with the cost of development. On the basis of demarcation of plots, in view of duly approved sub-divisions/Land Pooling and Reconstitution schemes, by the Town and Country Planning Department, Himachal Pradesh, the land owners may get advance from the likely purchasers for development purposes.

(ii) The wholesale and Ware Housing Complexes on 1.90 Hectares is to be developed by the H.P. Marketing Committee.

(iii) The Himachal Pradesh Tourism and Civil Aviation Department shall develop 30.65 Hectares of land for boosting of tourism activities.

(iv) The Government and Semi-Government Officers are to be developed by the respective Departments either by raising their own resources or by obtaining funds from the Government. Similarly, the respective Departments and Government Undertaking, by raising resources from the beneficiaries, will be responsible for development of facilities, utilities and services including water supply, drainage, sewerage, electrification, telecommunication etc in the planning Area.

(v) Extension of existing Bus Terminal is proposed to be developed at Mohal Paddal in Sector-VI, Paddal-Kangni-Chadyana by Himachal Road Transport Corporation.

(vi) Truck Terminals at Madhwan-Talyar in Sector-IV, at Chadyara-Manyana in Sector-V, at Nella-Shilla Kippar in Sector-VII and at Khaliar-Bijni in Sector-X are proposed to be developed by the Development Authority by raising funds from the beneficiaries in due course of time by charged parking.

(vii) The balance land under Agriculture, Forest and Water Bodies shall remain, as such, and is required to be preserved.

18.4.2 In case the "Land Pooling and Reconstitution" mechanism does not succeed, the entire land has to be acquired for implementation of the Development Plan. In such circumstances, the cost of 5.00 Hectares land to be acquired in Sector-III-Mangwain-Sanyard shall be @ Rs. 53.00 Lacs per Hectare i.e. Rs. 265.00 Lacs and 5.00 Hectare land in Sector-IX, Sain-Bari shall be @ Rs. 45.00 Lacs per Hectare i.e. Rs. 225.00 Lacs, Totaling to Rs. 265.00 + Rs. 225.00 = Rs. 490.00 Lacs. The Development Cost of this total 10.00 Hectares land shall be @ Rs. 60.00 Lacs per Hectare i.e. Rs. 600.00 Lacs. Thus total cost works out to be Rs. 490.00 + Rs. 600.00 = Rs. 1090.00 Lacs. This will be in addition to Rs. To Rs. 5,184.00 Lacs, as estimated under Table 18.1 above.

In view of above explained circumstances, the total cost shall be Rs. 1090.00 Lacs + Rs. 5184.00 = 6274.00 Lacs only.

18.5 Implementation.—Besides landowners, Gram Panchayats and Nagar Parishad, the Development Authority shall be responsible for creation of serviced land. However, overall control on implementation of proposals of Development Plan in terms of Landuse, Zoning and Sub-Division Regulations shall vest with the Director, Town and Country Planning Department, Himachal Pradesh. In order to ensure co-ordination, monitoring and effective implementation of this Development Plan, a **Plan Implementation Committee** shall be constituted comprising following members:-

- | | | |
|----|--|----------|
| 1. | Deputy Commissioner, Mandi | Chairman |
| 2. | President, Nagar Parishad, Mandi | Member |
| 3. | Executive Engineer, H. P Public Works Department, Mandi | Member |
| 4. | Executive Engineer, National Highway Division, H.P. Public Works Department, Pandoh | Member |
| 5. | Executive Engineer, Irrigation and Public Health Division, Mandi | Member |
| 6. | Executive Engineer, H.P.State Electricity Board, Mandi | Member |
| 7. | Division Forest Officer, Mandi | Member |
| 8. | Sub-Divisional Magistrate, Mandi | Member |
| 9. | Regional Manager, Himachal Road Transport Corporation, Mandi | Member |

| | | |
|-----|---|------------------|
| 10. | Divisional Tourism Officer, Mandi | Member |
| 11. | Assistant Environmental Engineer, Member State Environment Protection and Pollution Control Board, Sundernagar | |
| 12. | Assistant Engineer H.P. Housing Board Mandi | Member |
| 13. | Tehsildar, Tehsil Sadar, Mandi | Member |
| 14. | All Pradhans of Gram Panchayats falling in Mandi Planning Area | Member |
| 15. | Town and Country Planner, Mandi | Member Secretary |

To assess achievements of each Phase and to orient the Development Plan according to changing needs as well as to cater for unforeseen factors, it is envisaged to review this Plan after completion of the period of each Phase.

CHAPTER-19 ZONING AND SUB-DIVISION REGULATIONS

19.1 Regulations

19.2 Procedure.— (a) The application for development of land to be undertaken on the behalf of the Union or State Government under Section 28 and under Section 29 by a local authority or any authority specially constituted under the H.P. Town and country Planning Act, 1977 shall be accompanied by such documents as prescribed under Rule-11 of the H.P. Town and Country Planning Rules, 1978.

(b) The application for development of land to be undertaken under Section 30 by any person not being the Union or State Government, local authority or any authority specially constituted under the H.P. Town and Country Planning Act, 1977 shall be in such forms along with the specifications sheet and schedule attached with these forms and containing such documents and with such fee as prescribed under Rule 12 of the H.P. Town and Country Planning Rules, 1978 and in case of change of landuse from already specified use of the Development Plan, fee in respect of other uses as prescribed shall have to be deposited.

(c) The application under Section 30 "A" for construction of farm house for agriculture purpose shall be a simple application to the Director for seeking his permission subject to the conditions as envisaged under Section 30 "A" of the H.P. Town and Country Planning Act, 1977.

(d) Apart from above the applicant shall furnish the following additional documents namely:-

(i) Location Plan in the scale 1:1000, indicating the land in question, main approach roads important physical features of the locality/area, important public buildings like School, Hospital, Cinema, Petrol Pump etc. and surrounding ownership.

(ii) Site Plan in, the scale of 1:200 indicating the proposed site, approach road, adjoining building, the existing sewerage and drainage showing the built up and open area clearly. Site must tally with the shape and dimensions of plot shown in the tatima. Otherwise suitable revenue documents supporting/ verifying the change in shape and area to be enclosed.

- (iii) Five sets of Plans, Elevations and Sections in the scale of 1:100 or 1:50
- (iv) The Architectural drawings duly signed by the Registered Architect/ Planner/ Engineer/ Draughtsman along with his/ her address and registration number.
- (v) Copy of Treasury; Challan Form vide which requisite fee has been deposited.
- (vi) Latest original Khasra map showing Khasra number of land in question, adjoining Khasra numbers from all sides of plot and approach path with dimensions.
- (vii) Ownership documents such as copy of latest Jamabandi and attested photocopy of Registration Deed.
- (viii) In the site plan the distance of electricity line, from development as per Indian Electricity Rules, 1956 (as amended upto date) in case, any electricity line is passing over or nearby the proposed site for development, be shown.
- (ix) A certificate from the Nagar Parishad/ Nagar Panchayat and Revenue Authority shall be enclosed in support of taking over the land surrendered for development of road or path and designate it as public street as per the provisions of the Himachal Pradesh, Municipal Act, 1994, in case own share of land is made available by the owner of such land and where no public road or path exists.
- (x) For the Plots abutting National Highways, State Highways Bye-Passes and other Public Works Department's scheduled roads, the No Objection Certificate (NOC) from Himachal Pradesh Public Works Department shall be submitted as per the format appended below :-

NO OBJECTION CERTIFICATE FROM HIMACHAL PRADESH PUBLIC WORKS DEPARTMENT

The Himachal Pradesh Public Works Department has no objection on carrying out any development on land bearing Khasra Number _____ Of revenue Village/Mohal _____ abutting National Highway/ State Highway/Scheduled Road _____ by the owner Sh./Smt. _____ resident of _____ with respect to the provisions of the Himachal Pradesh Road Side Land Control Act, 1968 in this behalf as shown in the site plan.

Seal Competent Authority of
H.P.P.W.D

- (xi) Applicant shall have to submit any other certificate/documents/Plan e.g. No Objection Certificate (NOC) from the Himachal Pradesh State Pollution Control Board, Water and electricity availability certificates from the concerned Departments etc. as may be required by the Director. For obtaining NOC from Himachal Pradesh State Electricity Board, the same shall be submitted as per format appended below :-

NO OBJECTION CERTIFICATE FROM HIMACHAL PRADESH STATE ELECTRICITY BOARD

The Himachal Pradesh State Electricity Board has no objection on carrying out any development on land bearing Khasra Number _____ of revenue village/Mohal _____ under the _____ line by the owner Sh./Smt. _____ Resident of _____ With respect to the provisions of Indian Electricity Rules, 1956 inforce in this behalf as shown in the site plan.

Seal Competent Authority of
H.P.S.E.B.

(xii) Demarcation Certificate from revenue authority wherever it is required shall be submitted.

(xii) An undertaking to the effect that the development shall be carried out as per structural design to be prepared and under supervision of the competent professional shall be taken from the applicant at the time of submission of planning permission case and structure stability certification on its completion shall be obtained from both, applicant and consultant as envisaged under Section 31- A of the Himachal Pradesh Town and Country Planning Act, 1977 on the formats given below:-

FORMAT -I

I do hereby undertake that the structure on revenue khasra No(s) ----- of revenue Mohal ----- shall be carried out as per structural design to be got prepared from Structural Engineer and under his supervision.

Signature of the Applicant

FORMAT -II

It is certified that the structure on revenue khasra No(s) ----- of revenue Mohal ----- has been erected as per structural design given by Sh/Smt. ----- and under his/ her supervision.

Signature of applicant

FORMAT-III

It is certified that structure on khara No(s) ----- of revenue Mohal ----- has been erected as per structural design given by me and under my supervision. I stand for structure stability of this structure.

Signature of the consultant

19.3 General Regulations.—The following general regulations shall apply to all development activities in each of the Landuse Zones in the Mandi Planning Area:-

(i) No building or other structure shall be erected, re-erected or materially altered without the permission of the Director.

(ii) General land use in the Development Plan has been contemplated for specific uses. However, mixed land use shall not be prohibited unless otherwise a particular land use in hazardous, contiguous in nature to the predominant use and fulfills the regulations fixed for the same at the time of coming into force of these regulations.

(iii) No yard or plot existing at the time of coming into force of these regulations shall be reduced in dimension or area below the minimum requirement set forth herein. The yards or plots created after the effective date of these regulations shall meet at least the minimum requirements established by these regulations. All the plots registered prior to coming into force of these regulations shall be treated as plots irrespective of their size subject to the condition that 3.00 Metre

wide path abutting one side of such plots is available. If 3.00 Metre wide path is not available at site and if it is lesser in width then the owner shall have to surrender the additionally required land from his plot to make the path at least 3.00 Metre wide.

(iv) Areas zoned for Public/ Semi Public Use (Government and Semi Government Offices Use & Facilities, Utilities and Services) and Parks and Open Spaces shall not be built upon in any way or use etc. for any purpose other than parks, play grounds and recreations. These may, however, with the prior permission of the

Director be permitted temporarily for a period not exceeding 30 days to be used for public entertainment purposes and shall be removed at the end of the period and shall in no case be permanently erected.

(v) The height limitations of these regulations shall not apply to all kind religious places e.g. Temples, Mosques, Gurudwaras and Churches etc. provided it is so designed and approved by the Director. The chimneys, elevators, poles, tanks and other projections not used for human occupancy may extend above the prescribed height limits. The cornices and window sills may also project into any required yard.

(vi) In the public interest and in the interest of town design or any other material consideration the Director may relax minimum size/area of plot, plot coverage, set backs, number of storeys nature of development and floor area ratio (F.A.R) etc. The decision of the Director shall be final. The cases for change of landuse shall be permitted by the State Government only.

(vii) The existing non-confirming uses of land and structures shall not be allowed in contravention of provisions of Section-26 of the Himachal Pradesh Town and Country Planning Act, 1977.

(viii) Natural nallahs which passes through land involving division shall be developed and maintained according to the discharge of water.

(ix) Where it is essential to develop a plot by cutting, it shall be the responsibility of the plot owner to provide according to the engineering specifications, retaining and breast walls so that such cutting of natural profile of the land may not harm the adjoining uphill side properties. However, cutting of natural profile shall not exceed more than one storey (3.50) Metre, in any case, having a provision of diaphragm wall for step housing.

(x) Development proposal for a part of land or Khasra number shall not be considered and proposal for complete land holding shall be submitted, even if, planning permission is required for a part of the land holding. For rest of the land, if not proposed to be developed by the owner and also not proposed to be acquired by any authority for any development purpose, the owner shall have submit an undertaking in this behalf that the rest of the land shall not be sub-divided and shall not be developed upto the Plan period of the Development Plan.

(xi) No wall fence and hedge along any yard or plot shall exceed 1.50 Metre in height.

(xii) On a corner plot bounded by a vehicular road in any Land Use Zone, nothing shall be erected, placed, planted or allowed to grow in such a manner so as to materially impede vision to avoid accidents and for smooth running of vehicular traffic.

(xiii) No planning permission for development shall be granted unless the road/path on which land/plot abuts is properly demarcated.

(xiv) New construction on vacant sites in the pockets having maximum built up area shall be allowed to the extent of maximum 3 storeys provided site abuts minimum 3.00 Metre wide street. However, construction on sandwich vacant plots falling within maximum built up area shall be permissible as per existing building line irrespective of the width of path/road abutting the site provided existing buildings are approved by the local body.

(xv) In case of plot or land abutting existing road or path, width of the same shall be increased to meet requirements of the Development Plan by getting additional strip of land

surrendered by the land owner(s) on either sides of each road or path equitably or in accordance with topography of land and feasibility. Right of ownership of use of such land which is earmarked for path or road shall be surrendered or transferred to the Development Authority or local body by owner(s) of the plot(s) without any compensation for maintenance purpose. The Registering Authority shall have binding with this provision to effect all registrations as per approved layouts from the director Town and Country Planning Department or through authorized Officers. In this, regard Registering Authority shall effect mutation with respect to surrendered land for public roads, path and facilities in favour of local body.

(xvi) The constructions conforming to the traditional Hill Architecture with conical roof should be encouraged in hilly areas.

(xvii) Roof slab/chajja projections over door/window openings shall be limited upto 0.45 Metre over set backs on all sides.

(xviii) Maximum height of plinth level shall be 3.50 Metre.

(xix) The set backs shall not be applicable to services like Electric Sub-Station, road side infrastructure/facilities. Such as rain shelters, landscaping etc. Which are specifically permitted by the Himachal Pradesh Public works Department on the acquired width of a road with temporary structures.

(xx) In case of Petrol filling station(s) the layout plan/norms of the Indian Oil Corporation (I.O.C.) shall be adopted. However, on National Highways and State Highways the front set back shall be kept 8.00 Metre. If the rear and side set backs are not mentioned in the layout plan of (I.O.C.) then the minimum sides and rear set backs shall be 2.00 Metre.

(xxi) No construction shall be permitted on a piece of land left with buildable width less than 5.00 Metre after maintaining set backs.

(xxii) Not more than the three dwelling units per floor shall be permissible in residential building constructed on plot having an area upto 250 M². For plot measuring more than 250 M² one additional dwelling unit for every additional 100 M² area shall be permissible in each floor.

(xxiii) Minimum size of different part of a building for part of Planning Area outside Nagar Parishad limit shall be as under:—

| | | |
|----------------|-------------------------------------|--|
| Habitable Room | Minimum floor area Minimum width | 9.50 M ² 2.40 m |
| Kitchen | Minimum floor area Minimum Width | 4.50 M ² 1.80 m |
| Bathroom | Minimum floor area Minimum width | 1.80 M ² 1.20 m |
| Water Closet | Minimum floor area Minimum width | 1.10 M ² 0.90 m |
| Toilet | Minimum floor area Minimum width | 2.30 M ² 1.20 m |
| Corridor | For residential For other uses | 1.00 m wide Minimum 1.20 m wide minimum |

| | | |
|-----------------------------------|--|---|
| Stair | (i) For residential | 1.00 m wide Minimum |
| | (ii) For Hotel/ Flats/ Hostel/ Group Housing / Educational Institutions like School, College etc. | 1.50 m wide Minimum |
| | (iii) Hospital/ Auditorium/ Theatre/ Cinema Hall | 2.00 m wide minimum |
| Width of treads without nosing | For residential | 25 cm. minimum for internal stair case. |
| | For other uses | 30cm. minimum for internal stair case. |
| Height of riser | For residential | 19 cm. maximum (15 nos. steps maximum in a flight). |
| | For other uses | 15 cm. maximum (15 nos. step maximum in a flight) |
| Spiral Stair Case | In commercial building having three or more storeys, provision of spiral stair case if made for fire escape shall have minimum diameter of 1.50 m and adequate head. | |
| Openings | For sufficient air and light the windows and ventilators provided should have minimum area equivalent to $1/6^{\text{th}}$ of the floor area. | |
| Balcony projections | 1.20 m wide balcony completely open on two sides with restriction upto 50% of building frontage shall be permissible on 3.00 m set back. | |

(xxiv) Parking floor shall be allowed on floor which comes at road level, subject to the condition that the height of parking floor shall be 2.30 m. This parking floor shall be over and above the permissible Floor Area (FAR) limits.

(xxv) In case space as per mandatory requirements for parking is available in open over and above the set backs, condition of parking floor shall not be insisted.

(xxvi) Minimum and maximum height of floor shall be 2.70 m and 3.50 m respectively (for all Land Uses) and 25% variations in floor heights, if required, for specific functional requirements of an activity shall be permissible with restriction of overall height of the structure.

(xxvii) Height of sloping roof zero at eaves and maximum 2.50 m at centre shall be maintained.

(xxviii) Construction in terraces shall be allowed to have a provision of storeys as permissible subject to fulfillment of Floor Area Ratio (FAR) provision.

(xxix) $1/3^{\text{rd}}$ area of the top floor shall be allowed as open terrace wherever sloping roof is provided.

(xxx) Minimum front set back from the line of controlled width of National Highways/State Highways and other Himachal Pradesh Public Works Department's roads (Scheduled roads) falling within Planning Area limits shall be 3.00 m except on land included in the inhabited sites of any village as entered and demarcated in the Revenue records or on sites in Nagar Parishad/Nagar Panchayat's notified area or town area that are already built up. The minimum front set back from other roads and Nagar Parishad/Nagar Panchayat's notified area roads shall be 3.00 m.

(xxxi) The competency for preparation of structure design and its certification shall be as under:-

| | | |
|-----|--|---|
| (a) | For residential building to be constructed /completed on plot area upto 500 M ² and upto 3 storeys or 11.00 m height. | Registered Architect |
| (b) | For building to be constructed/completed on plot area upto 500 M ² and upto 5 storeys or 16.00 m height. | Graduate Civil Engineer having minimum 3 years experience in engineering structure practice with design and field work. |

(xxxii) Building shall not be put to use prior to issue of completion certificate by the Director, Town and Country Planning department in areas falling outside Nagar Nigam/Nagar Parishad /Nagar Panchayat but within the Planning Area.

(xxxiii) The procedure for issuance of No. Objection Certificate (N.O.C.) for water supply and electricity connections shall be as under:-

- (a) Temporary = At plinth level.
- (b) Permanent = On completion of dwelling Unit/ floor / whole building.

(xxxiv) Any No Objection Certificate (NOC) issued by the Town and Country Planning Department shall be liable for withdrawal on breach of terms and conditions of references of the issuance of such NOCs and undertaking to this effect shall be rendered by the applicant.

(xxxv) No construction shall be allowed within a radius of 5.00 m from the Forest/Green belt boundary and within a radius of 2.00 m from an existing tree. The distance shall be measured from the circumference of the tree.

(xxxvi) Reconstruction shall be permissible subject to the condition that plinth area and number of storeys on old lines shall remain the same as were existing earlier. Any addition if required shall be allowed to the extent of 20% of existing built up area of ground floor subject to fulfillment of other planning regulations.

(xxxvii) No construction shall be allowed in the vicinity of Sewerage Treatment Plants/Community Septic tanks without obtaining No objection Certificate from the Water Pollution Control Board with respect to safety saves distance from human habitant.

(xxxviii) No construction shall be permissible above vision line (1.50 m) on Valley sides of Highways / Major roads.

19.4 Sub- Division of Land Regulations.—The sub- Division of land into plots amount to “Development” under Himachal Pradesh Town and Country Planning Act, 1977 and as such whenever the provision of the Himachal Pradesh Town and Country Planning Act, 1977 shall be implemented, no person will sub-divide the land unless permitted to do so as per Rules/Regulations framed under the Act *ibid*.

(i) Similarly no ‘Registrar or Sub-Registrar can register any deed or documents of any sub-division of land unless the sub-division of land is duly approved by the Director, as per provisions contained under Section 16 of the Himachal Pradesh Town and Country Planning Act, 1977 and sub division of land regulations as contained in this Development Plan .

(ii) The application for sub-division of land shall be submitted as per the procedure laid down under regulation 19.2.

(iii) The General Regulations as laid down under regulation 19.3 shall be kept in view while permitting sub-division of land.

(iv) The sub-division of land shall be permitted in accordance with natural profile topography (shown on a contour map) along with drainage of the land, access / road alignment, wind direction and other environmental requirements and according to prescribed landuse in the Development Plan. Natural flora and fauna shall be preserved. Unless site conditions prohibit plots shall be permitted at right angle to the road with proper shape and dimension, so that optimum use of the land is ensured.

(v) The development of land shall not be permitted in area where basic services like paved roads, drainage, water supply, sewerage disposal, electricity, street lighting etc. do not exists or unless the applicant under takes that these services shall be provided at his own cost.

(vi) The minimum width of path/ road abutting one side of plot shall be 3.00 m to cluster of plots not exceeding 5 in number. If number of plots exceeds 5 the minimum vehicular access shall be 5.00 m (with cul-de-sac) at the end for group plots between 10 to 20 in number (1500 to 3000 M²) one particular access, the minimum vehicular access shall be 6.00 m width. In case of plots exceeding 20 in number (3001 M²) the minimum width of road shall be 7.00 m.

(vii) In case of plots or land abutting the existing or proposed road/paths, width of the same shall be increased to meet requirements of the Development Plan.

(viii) Average slope gradient for regional roads shall have to be 1:20. however, local road in town may be allowed with slope gradient upto 1:10 and additional width of carriage way shall be provided on curves for ensuring smooth flow of vehicular traffic, which may not obstruct view or vista.

(ix) Minimum area pf a plot for a detached house shall not be less than 150 m² in case of plot meant for semi-detached and row housing, the minimum area shall be 121 m² and 90 m² respectively.

(x) Semi-detached house construction shall be allowed on minimum 121 m² plot and row housing on plots of minimum 90 m². area subject to maximum number of such plots do not exceed 8 in a row after which a gap of 7.00 m shall be left. Although minimum size of plot for construction in a row, with two common walls, has been kept as 90 M² yet in exceptional circumstances, considering economic/site conditions the minimum 60 M² of plot for construction in a row with two common walls may be allowed so as to provide smallest possible residential construction in a planned manner for the benefit of economically weaker sections of the society. Minimum permissible distance between two Blocks constructed on a plot shall be 5.00 m.

(xi) The plots allotted by the Government under Gandhi Kutir Yojna, Indira Awas Yojna and Economically Weaker Section (E.W.S.) Schemes may be considered and permission accorded in relaxation of regulations.

(xii) Minimum area of a plot residential development in Group Housing Scheme shall be 0.50 Hectare (5000 M²).

(xiii) The minimum area for open/green space for the scheme having more than 5 plots (750 M²) shall be 10% of the scheme area. Where a sub-division of land involving plots exceeding in 10 number (1500 M²) by individual colonizer or any Society is proposed, the provisions of parks/tot-lots and open spaces shall be made on a suitable location in the scheme. Such parks can not be built upon and sold in any manner in future. Provision shall also have to be made for education, religious, socio-cultural and other community facilities based on actual requirements in cases of sub-division of land involving more than 5000 M² area. The ownership of such land shall be transferred/surrendered to the Development Authority/Local Body for its development and future maintenance without any compensation. Similarly, the area earmarked for roads/path shall also be transferred/ surrendered to the Development Authority/Local Body without any compensation for development and maintenance as per provisions made under General Regulations 19.3 (xv) and necessary entry to this effect shall be made in the revenue records.

(xiv) While carving out the plots, the orientation of the plots shall be provided in such a manner so as to be in conformity with the integration of existing plots/infrastructure, wind direction, natural flow of surface drainage to allow un-obstructed rain water discharge.

(xv) Minimum area for septic tank and soak pit etc. irrespective of number of plots shall be 5% of the scheme area.

(xvi) Rain Harvesting Tank shall have to be made.

19.4 Regulations for each land use zone

The following regulations shall apply to each of the land Use Zones as specified below:-

19.5.1 Residential Zone

19.5.1.1 The General Regulations as laid down under regulation 19.3 shall be kept in view while permitting any development in this zone.

19.5.1.2 Minimum area of plot.—The minimum area of residential plot of this zone shall be 150 M² for detached house. For semi detached and row housing the minimum area of plot shall be 120 M² and 90 M² respectively. In exceptional circumstances the minimum area of 60 M² may be allowed for row housing considering economic/site conditions as explained in para 19.4. (xi) and 19.4. (xii)

b) The plot area as mentioned in clause (a) above would not be applicable in the cases where the sub-division of land has taken effect before the commencement of this Development Plan.

19.5.1.3 Maximum number of storeys.—For residential houses the maximum number of storeys shall be 3+1 parking floor wherever feasible.

19.5.1.4 Maximum height of building

| | | |
|-----|-----------------------|---|
| (a) | Without Parking Floor | 11.20m (including 2.50 m maximum height of sloping roof). |
| (b) | With Parking Floor | 13.50 m (including 2.50 m maximum height of sloping roof and 2.30 m height of parking floor). |

19.5.1.5 The plot size/plot area, maximum coverage, set backs and maximum Floor Area Ratio (FAR) shall be governed by the following Table.

Table-19.1

| Sr. No. | Minimum Plot size in square Metre | Type of Housing | Maximum Coverage | Minimum set backs in Metre | | | | Maximum F.A.R. |
|---------|-----------------------------------|-----------------|------------------|----------------------------|------|-------|------|----------------|
| | | | | Front | Left | Right | Rear | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1. | 90-120 | Row | 65% | 3.00 | - | - | 2.00 | 1.50 |
| 2. | 121-150 | Semi-Detached | 60% | 3.00 | 2.00 | - | 2.00 | 1.50 |
| 3. | 151-250 | Semi-Detached | 55% | 3.00 | 3.00 | - | 2.00 | 1.50 |
| 3(i) | 151-250 | Detached | 55% | 3.00 | - | 2.00 | - | 1.50 |
| 4. | 251-500 | Detached | 50% | 3.00 | 2.00 | 2.00 | 2.00 | 1.50 |
| 5. | 501 and above | Detached | 40% | 5.00 | 3.00 | 3.00 | 3.00 | 1.00 |

Note: -

1. Row housing means where two sidewalls are common walls and plots created specifically for row houses.
2. Semi-detached housing means where one side wall is common wall and plot created as such for this purpose.
3. Detached house means where there are no common walls and plots created as such for independent houses with minimum 150 sqm area.
Maximum permissible coverage shall be subject to fulfillment of prescribed setbacks.
4. In case of corner plots width of plot and side set backs at one side of a plot shall be increased by 2.00 m for providing proper sight distance on the curve.
5. Floor Area Ratio (F.A.R.) means the ratio between the area of the plot and the total covered area of all the floors of the building i.e.

$$\text{F.A.R.} = \frac{\text{Total covered area of all floors}}{\text{Plot Area}}$$

7. Minimum and maximum floor height for residential building shall be 2.70 m and 3.50 m respectively. For this purpose the basement/attic/mezzanine floors shall each be counted as a storey.

8. Minimum width of path/road abutting one side of plot shall be 3.00 m. In case the plot is located on existing or proposed roads having following Right of Ways (ROWs) the Front Set Back shall be left as under :-

Table-19.2

| Sr. No. | Proposed Right of Way | Minimum front set back |
|---------|-----------------------|------------------------|
| (i) | 24 Metre | 8.00 Metre |
| (ii) | 18 Metre | 8.00 Metre |
| (iii) | 03 Metre to 12 Metre | 3.00 Metre |

9. No projections and opening shall be provided on the sides of common walls in case of row housing and semi-detached housing. However, the owner of plots of either side shall have an option to construct a common wall.

10. In case of irregular size of plots the set backs shall be governed by the set backs prescribed for the corresponding regular plot size.

11. In case of semi-detached houses, garage with a depth of 5.00 m touching the rear boundary of the plot shall be permissible provided minimum side set back is 3.00 m.

19.5.2 Commercial Zone

19.5.2.1 The General Regulations as laid down under regulation 19.3 shall be kept in view, while permitting development in this zone.

19.5.2.2 Minimum area of plot:-

(a) **Shops.**—The minimum size of plot for shopping booth shall be 2.50 m × 3.50 m and for shop it shall be 3.00 m × 6.50 m which can be, if required, relaxed in planned commercial area keeping in view the site conditions and existing pattern of development.

(b) **Organized Shopping Centre.**—The maximum coverage of the commercial area shall not be more than 50%. The 25% of the area for development shall be kept for parking in planned commercial complexes and remaining area shall be kept for movement space, landscape and for recreation. The layout indicating location of parking area shall depend on the size of the commercial centre and its location and design which shall be approved. Maximum permissible built up area including arcade for individual plot shall not be more than 80% of the plot area.

(i) The maximum Floor Area Ratio (FAR) for these shopping centres shall be 2.00.

(c) **Cinema.**—(i) The plot area required for cinema is directly related with the capacity, adequate vehicular parking within premises, incidental shops and open spaces around the Cinema building for ventilation and safety measures against the fire hazards. The area thus required for Cinema plots shall be at the rate of 3.70 M² per seat.

(ii) The permissible coverage of total area shall be 50% of the plot area.

(iii) Front set back will depend upon the location of Cinema plot and shall be minimum 10.00 m. The minimum set backs at sides and rear shall be 5.00 m each. Adequate parking space for cars, scooters and cycles shall be provided.

(iv) After permissible coverage of 50% of plot area, the balance area shall be used for parking space for cars, scooters, cycles etc. movement space, landscape, recreation and for other incidental uses.

(d) **Hotels/Guests Houses.**—(i) The Hotels shall be permitted in specified commercial areas. Minimum plot size for Hotel shall be 1000 M².

19.5.2.3 Maximum number of storeys.—For Hotels maximum number of storeys shall be 4+1 mandatory parking floor. The short fall in parking, if any, shall be met out in open, over and above the set backs.

19.5.2.4 Maximum height of building.—(a) The maximum height of hotel building shall be 18.80 m (including 2.50m maximum height of sloping roof and 2.30 m height of compulsory parking floor).

19.5.2.5 The plot size/plot area, maximum coverage, set backs and Floor Area Ratio (FAR) shall be governed by following table: -

Table-19.3

| Sr. No. | Minimum Plot Size in M ² | Maximum coverage | Minimum Set backs in Metre | | | | Maximum F.A.R. |
|---------|-------------------------------------|------------------|----------------------------|-----------|------------|-----------|----------------|
| | | | Front Side | Left Side | Right Side | Rear Side | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1. | Hotel | - | - | - | - | - | - |
| | 1000 | 40% | 10.00 | 5.00 | 5.00 | 4.00 | 1.75 |
| | Above 1001 | 40% | 10.00 | 5.00 | 5.00 | 4.00 | 1.40 |
| 2. | Guest House | - | - | - | - | - | - |
| | 251 to 500 | 50% | 3.00 | 2.00 | 2.00 | 2.00 | 1.75 |
| | Above 501 upto 1000 | 50% | 5.00 | 3.00 | 3.00 | 3.00 | 1.50 |

The Hotels/Guest House shall be permitted provided following regulations are met with:—

(i) The proposed Guest Houses/Hotels must have a vehicular access at least with a width of not less than 5.00 m

(ii) The proposed Guest Houses/Hotels must have congenial environment including open spaces around and should not in any manner be detrimental to the residential houses around.

(iii) Each suit shall have an attached independent toilet.

(iv) Guest Houses with maximum 5 rooms can also be permitted in Residential Land Use Zone.

Note: -

(i) The minimum and maximum plot size/area as mentioned above shall not be applicable in the cases where sub-division of land has taken effect before the commencement of this Development Plan.

(ii) Front set back 3.00 m which will from an arcade and rear set back of 2.00 m is must for commercial plots i.e. shops with built up area up to 20 M².

(iii) The side set backs shall not be necessary in Commercial Zone having common walls of shops, but in newly developed commercial area 7.00 m wide alley (gap) shall be left after each Block of not more than 45.00 m in length.

(iv) If a commercial building/plot abuts on two or more streets (path/roads) the building/plot shall be deemed for the purpose of this regulation to face upon the street (path/road) that has greater width.

(v) Every commercial plot shall have minimum vehicular access of width not less than 3.00 m

(vi) Parking floor shall be compulsory for Hotels. The short fall in parking, if any, shall be met out in open over and above the set backs.

(vii) Adequate parking space for cars, scooters, bicycles etc. shall be provided in case of Cinema/Guest House plots.

(viii) Parking, if proposed on existing/proposed road shall not be permitted in any case.

(ix) Minimum width of path/road abutting one side of plot shall be 5.00 m In case the plot is located on existing or proposed roads having following Right of Ways (ROWs), the minimum Front Set Back shall be left as under:—

Table – 19.4

| Sr. No. | Proposed Right of Way | Minimum front set back |
|---------|-----------------------|------------------------|
| (i) | 24 Metre | 8.00 Metre |
| (ii) | 18 Metre | 8.00 Metre |
| (iii) | 12 Metre | 5.00 Metre |
| (iv) | Below 9 Metre | 3.00 Metre |

19.5.3 Industrial Zone

19.5.3.1 The General Regulations as laid down under regulation 19.3 shall be kept in view while permitting any development in this zone.

19.5.3.2 For Industrial use/activities following regulations shall be applicable:-

(i) **Minimum area of plot**

(a) The minimum area of an industrial plot for small scale industry shall be 250 M².

(b) The services/light manufacturing industries shall have plot area between 501M² to 1000 M²

(c) The minimum plot area of medium industry shall be above 5000 M².

(d) The minimum plot area for a heavy industry shall be above 5000 M².

(e) The plot area as mentioned in clause (a) to (d) above would not be applicable in the cases where the sub-division of land has taken effect before the commencement of this Development Plan.

(f) The individual plots, if any, created/allotted by the Himachal Pradesh Industries Department and Himachal Pradesh State Industrial Development Corporation (HPSIDC) or any other Authority prior to coming into force of this Development Plan, the above plot area under clause (a) to (d) would not be applicable.

(g) The layout and design of industrial area, if any, shall be as per requirement of the Industries and shall be got approved from the Director.

19.5.3.3 Height of Building :- The minimum floor/storey height of industries building shall be 3.60 m and sloping roof height shall be 2.50 m.

19.5.3.4 The plot size/area, maximum coverage, set backs and Floor Area Ratio (F.A.R) shall be governed by following table: -

Table – 19.5

| Sr. No. | Type of Industry | Minimum plot size in Square Metre | Minimum size Coverage | Minimum Set backs in Metre | Max FAR | Max. Height (in Metre) | | | |
|---------|----------------------------|-----------------------------------|-----------------------|----------------------------|---------|------------------------|------|------|-------|
| | | | | Front | Left | Right | Rear | | |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. |
| 1. | Small Industries Scale | 250 to 500 | 60% | 3.00 | 2.00 | 2.00 | 2.00 | 1.50 | 15.00 |
| 2. | Services/ Industries Light | 501 to 1000 | 60% | 5.00 | 2.00 | 2.00 | 3.00 | 1.25 | 15.00 |
| 3. | Medium Industries Scale | 1001 to 5000 | 55% | 10.00 | 5.00 | 5.00 | 5.00 | 1.00 | 15.00 |
| 4. | Heavy Industries Scale | Above 5000 | 50% | 15.00 | 7.50 | 7.50 | 7.50 | 0.90 | 15.00 |

Note: - (i) Maximum height of industrial shed Shall be 15.00 metres or depending upon the nature of requirement of particular industry. In case of roof trusses, height of building should be adjusted/relaxed accordingly.

(ii) Service are required for pharmaceutical units of such type of Industries under requirement of G.M.P.(Good Manufacturing Practice) shall not be included for calculation of F.A.R. provided it is only used for utilities and services but not in any case for production.

(iii) Minimum width of path/road abutting one side of plot shall be 5.00 m In case the plot is located on existing or proposed roads/path having following Right of Ways (ROWS), the minimum Front Set Back shall left as under :-

Table-19.6

| Sr. No. | Proposed Right of Way | Minimum Front set Back |
|---------|-----------------------|------------------------|
| (i) | 24 Metre | 8.00 Metre |
| (ii) | 18 Metre | 8.00 Metre |
| (iii) | 12 Metre | 5.00 Metre |
| (iv) | Below 9 Metre | 3.00 Metre |

19.5.3 Tourism Zone

19.5.4.1 The General Regulations as laid down under regulation 19.3 shall be kept in view while permitting any development in this zone.

19.5.4.2 For Tourism use/activities the regulations as prescribed for Commercial Zone under regulation 19.5.2. (d), 19.5.2.3, 19.5.2.4 and 19.5.2.5 shall also be applicable to the Tourism use/zone.

19.5.5 Facilities and Services Zone

19.5.5.1 The General Regulations as laid down under regulation 19.3 shall be kept in view while permitting any development in this zone.

19.5.5.2 The regulations as prescribed for Government and Semi-Government Offices Zone under Regulation 19.5.6.2, 19.5.6.3, 19.5.6.4 shall be applicable to the Facilities and Services Use/Zone.

19.5.5.3 The maximum coverage, set backs and Floor Area Ratio (FAR) shall be governed by following table :-

Table-19.7

| Sr. No. | Description | Maximum Coverage | Maximum set backs in Metre | | | | Maximum F.A.R |
|---------|------------------------------|------------------|----------------------------|-----------|------------|-----------|---------------|
| | | | Front Side | Left Side | Right Side | Rear Side | |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. |
| 1. | Educational Building | 40% | 8.00 | 2.50 | 2.50 | 2.50 | 2.00 |
| 2. | Police Station, Fire Station | 40% | 8.00 | 2.50 | 2.50 | 2.50 | 2.00 |
| 3. | Medical | 40% | 8.00 | 2.50 | 2.50 | 2.50 | 2.00 |
| 4. | Community Hall | 40% | 8.00 | 2.50 | 2.50 | 2.50 | 2.00 |
| 5. | Library/Religious Building | 40% | 8.00 | 2.50 | 2.50 | 2.50 | 2.00 |

Note:-

1. Upto 50% of open area shall be utilized for open parking and roads and the rest shall be land scaped.

2. Minimum width of path/road abutting one side of plot shall be 5.00 m. In case the plot is located on existing or proposed roads/path having following Right of Ways (ROWs), the Front Set Back shall be left as under:-

Table-19.8

| Sr. No. | Proposed Right of Way | Minimum Front set back |
|---------|-----------------------|------------------------|
| (i) | 24 Metre | 8.00 Metre |
| (ii) | 18 Metre | 8.00 Metre |
| (iii) | 12 Metre | 5.00 Metre |
| (iv) | Below 9 Metre | 3.00 Metre |

3. In case of petrol/diesel filling stations, the layout plan/norms prescribed for set backs etc. by the Indian Oil Corporation (I.O.C.) shall be adopted. However, on National Highways and State Highways, the front set backs shall be kept 8.00 m.. If the rear and sides set backs are not mentioned on the layout plan (I.O.C.) then the sides and rear set backs shall be kept as 2.00 m.

4. In the case of godowns for Liquefied Petroleum Gas (LPG) cylinders. The norms as prescribed by the Oil and Natural Gas Commission (ONGC) shall be adopted. However, on National Highways and State Highways, the front set backs shall be kept 8.00 m. If the rear and sides set backs are not mentioned on the layout plan (I.O.C.) then the sides and rear set backs shall be kept as 2.00 m.

5. The set back shall not be applicable to services like Electric Sub-Station, Road side infrastructure/facilities such as rain shelters, land scaping/ toilets etc. which have specially been permitted by the Himachal Pradesh Public Works Department (Building and Roads) in the acquired width of roads.

6. In case of existing Institutional buildings, Government and Semi-Government Office buildings in zones other than this zone the permission on special grounds may be given by the requirements and regulations of that particular zone.

7. Every plot shall have minimum vehicular access of 5.00 m.

19.5.6 Government and Semi-Government Offices Zone

19.5.6.1 The General Regulation as laid down under regulation 19.3 shall be kept in view while permitting any development in this zone.

19.5.6.2 Minimum area of plot.—The minimum area/size of plot shall depend on the specific requirements; however it should not less than 250 M².

19.5.6.3 Maximum number of storeys.—For Government and Semi-Government buildings maximum number of storeys shall be 4+1 parking, if any, shall be met out in open over and above the set backs.

19.5.6.4 Maximum height of building.—The maximum height of government and Semi-Government Offices shall be 18.80 m (including 2.50 m maximum height of sloping roof and minimum 2.30 m height of compulsory parking floor).

19.5.6.5 The maximum coverage, set backs and Floor Area Ratio (FAR) shall be governed by following Table:-

Table-19.9

| Sr. No. | Description | Maximum Coverage | Maximum set backs in Metre | | | | Maximum F.A.R. |
|---------|--|------------------|----------------------------|-----------|------------|-----------|----------------|
| | | | Front Side | Left Side | Right Side | Rear Side | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1. | Government and Semi Government Offices | 40% | 8.00 | 2.50 | 2.50 | 2.50 | 2.00 |

19.5.7 Parks and Open Space Zone

19.5.7.1 The General regulations as laid down under regulations 19.3 shall be kept in view while permitting any development in this zone.

19.5.7.2 In case of construction of any building incidental to Parks and Open Spaces Use, such as stadium, sports room etc. the regulations as applicable to the Government and Semi-Government Offices Use/Zone as envisaged under regulation 19.5.6 shall also be applicable to this Zone.

19.5.8 Special Regulations.—Notwithstanding any thing to the contrary as contained in above Regulations, the Mandi Planning Area shall be grouped in following Zones:-

- (a) River Front Area Zone
- (b) Heritage Zone

The planning regulations for each of above grouped Zones shall be as under:-

19.5.8.1 River Front Area Zone

This area is demarcated to comply with the essence of the ban order of the Hon'able High Court and subsequent report of the 'Expert Group' adopted by said Court. The area is as under:-

- (i) The land below the High Flood Level (H.F.L.) shall be treated as river land and no construction activities of any kind except erosion checking measures shall be allowed in this belt.
- (ii) Beyond the H.F.L a belt of 25 m width along river Beas shall be developed exclusively as a "Green Zone" by the Department of Forest. No construction development other than one related to soil conservation, afforestation, landscaping for tourism and public utilities such as line of movement, water pump house, sewerage treatment plants, solid waste management plants shall be allowed in this Zone.

19.5.8.2 Heritage Zone

19.5.8.2.1 The Regulations as laid down under regulation 19.2, 19.3 and 19.4 shall be kept in view while permitting any development in this Zone.

19.5.8.2.2 The following regulations shall be applicable in Heritage Zone:-

(i) Two photographs of 15 cm × 25 cm size of existing and adjoining heritage buildings shall be submitted.

(ii) The existing number of storeys and floor heights shall not be altered during course of reconstruction of old buildings.

(iii) The original façade shall be maintained. The façade shall have the admixture of wood, stone, glass, slate and tiles as in the alternative ones shall be given the same touch.

(iv) a) The roof of the buildings to be constructed on vacant sites shall be sloping with a maximum height of 2.50 m with single or continuous dormer.

b) In sloping roof, slate or corrugated iron sheets, plain galvanized iron sheets, Hy-Polymer plastic tiles shall only be used. Primary colours either post office red or green shall be used for roofing.

(i) The aesthetics by Bay Windows in the existing buildings shall be enhanced by providing window boxes for flowers. In case of reconstruction of buildings, bay windows shall essentially be provided to enhance aesthetics and functionality. Maximum 45 cm projection of Bay Window shall be permitted on the set backs.

(ii) The false chimneys shall be provided on the roof of the new buildings keeping in view of the designs of Chimneys of surrounding buildings.

(iii) Only two storeys building constructions shall be permissible on the vacant sites subject to the condition that the height of such buildings does not exceed the height of surrounding heritage buildings and also does not obstruct the view in any way.

19.5.9 Traffic and Transportation Zone

19.5.9.1 The General Regulations as laid down under regulation 19.3 shall be kept in view while permitting any development in this zone.

19.5.9.2 In case of construction of any building incidental to Traffic and Transportation use, such as convenient shopping, hotel, ware housing, waiting hall etc. the regulations as applicable to Commercial Zone shall also be applicable to this zone as envisaged under regulation 19.5.0.

19.5.10 Agriculture Zone

19.5.10.1 The General Regulations as laid down under regulation 19.3 shall be kept in view while permitting any development in this zone.

19.5.10.2 A person who, owns 2 Bighas of agricultural land, (however this condition shall not apply in family sub-division of land) inherited or his successor and intends to construct a Farm House for agricultural purposes shall make a simple application to the Director for seeking permission and it shall be allowed subject to following conditions:-

The Farm House shall be:-

- (i) Comprised of covered area not exceeding 200 M².
- (ii) Shall not be having more than two storeys building including basement, attic and mezzanine floor.
- (iii) Shall provide minimum 2.00 m set backs on all sides.
- (iv) Shall not be put to any other use.
- (v) For the purpose of this regulation the expression "Farm House" shall include a Cattle Shed.

19.5.10.3 Though no construction other than Farm House and Cow sheds etc. should be allowed in this zone, however, uses incidental to agricultural use such as piggery, poultry farming, quarrying, mining, bee keeping, godowns, limekilns, brick kilns, servicing and repair of farm machinery, cold storage, bus stand, parking, transit visitor's camps etc. shall be allowed. In case of any other construction purely incidental to Agricultural use, if bound to come and to be allowed in this zone, in that case, the regulations as applicable to Residential Zone under regulation 19.5.1 should be made applicable.

19.5.11 Forest Zone.—No development shall be permitted in this Zone. In case Government/Semi Government or any other organization intends to provide any use incidental to Forest Use in this Zone, the same shall be got approved under provisions of the Forest Conservation Act, 1980.

19.6 Abadi Deh.—Unless otherwise specified under all the above regulations no such planning permission shall be required for village "Abadi Deh" as defined in the Revenue records. Construction in Abadi Deh area shall continue to be covered/governed as per existing village

conventions. Change of landuse for development in this zone, other than a Farm House, can be permitted only in exceptional case subject to following conditions:-

(a) A simple application shall be submitted to the Director for construction of two storeys structures with 2.00 Metre set backs on all sides for self employment activities e.g. shop, atta chakki, poultry farm, dairy, godowns for food, seeds, fertilizers, agricultural equipment's/instruments and services industries and small scale industry promoting agriculture. The application shall contain the following description:-

- (i) Name and Father's name of the applicant alongwith correspondence and permanent address.
- (ii) Description of land and activity proposed.
- (iii) A location/site plan describing the exact location of the site (with or without scale).
- (iv) Line plan of the proposed construction (1:100).

However, each of such application shall be accompanied with a recommendation of the Pradhan of the area that the proposed activity/construction is not going to cause any nuisance and that there is a proper approach path existing or proposed by the applicant.

19.7. **Note.**—The Mandi is an old town and is being governed by the Rules/Regulations/Bye Laws as framed by the Nagar Parishad Mandi. Therefore, all its schemes/layouts and permissions granted before coming into force of this Development Plan shall have to be honoured and need not to be got sanctioned from the Director. However, after coming into force of this Development Plan, prior approval of the Director shall be mandatory and binding to all concerned including Nagar Parishad and all other Gram Panchayats falling within the Planning Area.